TECHNICAL MANUAL

10 HOUR/14 DAY INSPECTION CHECKLIST FOR

ARMY
AH-64A HELICOPTER

“Approved for public release; distribution is unlimited”

TM 1-1520-238-PMS dated 30 June 1994 supersedes
TM 55-1520-238-PMS dated 11 March 1987, including all changes.

HEADQUARTERS, DEPARTMENT OF THE ARMY
30 JUNE 1994

CHANGE
NO. 8

HEADQUARTERS
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WASHINGTON, D.C., 20 SEPTEMBER, 2004

AH–64A HELICOPTER
25 HOUR/14 DAY INSPECTION CHECKLIST

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Remove pages	Insert pages
A and B	A and B
1 through 4	1 through 4

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AH–64A HELICOPTER
10 HOUR/14 DAY INSPECTION CHECKLIST

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Remove pages	Insert pages
– – – – –	A and B
3 through 6	3 through 6
69 and 70	69 and 70
73 and 74	73 and 74
79 through 86	79 through 86
109 and 110	109 and 110

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NO. 6

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AH–64A HELICOPTER
10 HOUR/14 DAY INSPECTION CHECKLIST

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Remove pages	Insert pages
1 through 6	1 through 6
27 and 28	27 and 28
49 and 50	49 and 50
55 and 56	55 and 56
(59 blank)/60 through 64	(59 blank)/60 through 64
71 and 72	71 and 72
(97 blank)/ 98	(97 blank)/ 98
101 through 104	101 through 104
109 and 110	109 and 110

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TM 1-1520-238-PMS
C 5

CHANGE
NO. 5

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AH–64A HELICOPTER
10 HOUR/14 DAY INSPECTION CHECKLIST

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Remove pages	Insert pages
21 through 24	21 through 24
29 and 30	29 and 30
(33 blank)/34	(33 blank)/34
———	(36.1 blank)/36.2
(37 blank)/38	37 and 38
53 through 56	53 through 56
73 through 76	73 through 76
99 and 100	99 and 100

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CHANGE
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AH–64A HELICOPTER
10 HOUR/14 DAY INSPECTION CHECKLIST

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Remove pages	Insert pages
3 and 4	3 and 4
61 and 62	61 and 62
111/(112 blank)	111/(112 blank)

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TM 1-1520-238-PMS
C 3

CHANGE
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WASHINGTON, D.C., 30 September 1996

AH–64A HELICOPTER
10 HOUR/14 DAY INSPECTION CHECKLIST

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Remove pages	Insert pages
1 and 2	1 and 2
11 and 12	11 and 12
29 and 30	29 and 30
39 and 40	39 and 40
43 through 50	43 through 50
99 and 100	99 and 100
109 through 111/(112 Blank)	109 through 111/(112 Blank)

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NO. 2

HEADQUARTERS
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PREVENTIVE MAINTENANCE SERVICES
10 HOUR/14 DAY INSPECTION CHECKLIST
FOR AH–64A HELICOPTER

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Remove pages	Insert pages
15 through 18	15 through 18
(47 blank)/48	(47 blank)/48
49 and 50	49 and 50
(77 blank)/78	(77 blank)/78
79 and 80	79 and 80

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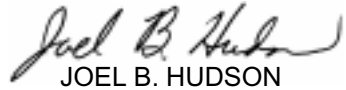

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CHANGE
NO. 1

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 30 September 1994

AH–64A HELICOPTER
10 HOUR/14 DAY INSPECTION CHECKLIST
GENERAL INFORMATION AND SCOPE

TM 1-1520-238-PMS, 30 June 1994, is changed as follows:

1. Remove and insert pages as indicated below. New or changed text material is indicated by a vertical bar in the margin. An illustration change is indicated by a miniature pointing hand.

Remove pages	Insert pages
11 and 12	11 and 12
15 through 22	15 through 22
35 and 36	35 and 36
(37 blank)/38	(37 blank)/38
39 and 40	39 and 40
49 and 50	49 and 50
79 through 84	79 through 84
87 and 88	87 and 88
99 and 100	99 and 100
105 and 106	105 and 106

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Insert latest changed pages; dispose of superseded pages in accordance with regulations.

N0TE: On a changed page, the portion of the text affected by the latest change is indicated by a vertical line, or other change symbol, in the outer margin of the page. Changes to illustrations are indicated by miniature pointing hands. Changes to wiring diagrams are indicated by shaded areas.

Dates of issue for original and changed pages are:

Original	30 June 1994
Change 1	30 September 1994
Change 2	19 February 1996
Change 3	30 September 1996
Change 4	19 December 1997
Change 5	27 February 1998
Change 6	11 July 1999
Change 7	15 February 2002
Change 8	20 September 2004

Page No.	*Change No.
A – B	8
1 – 3	8
4 – 5	7
6	0
7 Blank	0
8 – 10	0
11	3
12–14	0
15	1
16–17	2
18–19	0
20–21	1
22–23	5
24–26	0
27	6
28	0
29	3
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36	0
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36.2–38	5
39	1
40	3
41 blank	0
42	0
43–48	3
49	6
50	3
51 blank	0
52–53	0
54–55	5
56	6

*Zero in this column indicates an original page.

Page No.	*Change No.
57–58	0
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61	6
62	0
63	6
64	0
65 Blank	0
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80	0
81	7
82	1

Page No.	*Change No.
83	7
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100	5
101	0
102	6
103	0
104	6
105	1
106–108	0
109	7
110	6
111	4
112 Blank	0

*Zero in this column indicates an original page.

*TM 1-1520-238-PMS

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 30 June 1994

AH–64A HELICOPTER
10 HOUR/14 DAY INSPECTION CHECKLIST

GENERAL INFORMATION AND SCOPE

WARNING

CERTAIN INSPECTIONS ARE MANDATORY SAFETY-OF-FLIGHT REQUIREMENTS, AND THE INSPECTION INTERVALS CANNOT BE EXCEEDED. IN THE EVENT THESE INSPECTIONS CANNOT BE ACCOMPLISHED, AT THE SPECIFIED INTERVAL, THE HELICOPTER CONDITION STATUS SYMBOL WILL BE IMMEDIATELY CHANGED TO A RED X. THESE TYPE INSPECTION ITEMS ARE INDICATED BY BOLD-FACED LETTERING.

NOTE

Inspection items contained in this manual are considered the minimum requirements for performing a 10 hour/14 day inspection and must be performed. The cumulative effects of inspection deferrals are unknown and could result in catastrophic failure or increased maintenance at a later date. Therefore, the use of special lettering to emphasize mandatory safety-of-flight inspection items is not to be construed as authority for deferral of other inspections.

*This manual supersedes TM 55-1520-238-PMS, 11 March 1987, including all changes.

1. **Inspection Requirements.** This manual contains complete requirements of a 25 hours/14 days inspection for the AH-64A helicopter. It does not contain instructions for repair, adjustment, or other means of rectifying conditions, nor does it contain instructions for troubleshooting to find causes for malfunctioning. Specific tolerances, limits, etc., can be found in the applicable maintenance manuals. Use of the alphabetical index in the applicable manuals will facilitate locating the required information.

2. **Scope.** The inspections prescribed by this manual will be performed at 25 hours/14 days intervals by AVUM activities with assistance of AVIM activities when required.

3. **General Information.**

a. The inspection requirements contained herein are stated in such a manner as to establish what conditions are desired/undesired. Compliance with the provisions outlined herein is required in order to assure that latent defects are discovered and corrected before malfunctioning or serious trouble results. Inspection requirements are arranged, as nearly as possible, according to the manner in which they will be performed. The requirements are divided into groups and listed under area headings (see figure 1).

b. The 25 hours/14 days inspection will be performed every twenty–five flight hours or fourteen days, whichever comes first. The twent–five flight hours inspection interval will not be extend except in actual operational emergencies. In no case shall the aircraft intentionally be scheduled for a flight that will cause it to exceed the twenty–five hours inspection due time. The fourteen days interval is a full two weeks. That is, if a fourteen days inspection is done on Tuesday, the next fourteen days inspection will not be due until Tuesday two weeks later.

c. This manual may contain inspection requirements applicable to specific equipment not installed on your helicopter. Those requirements should be disregarded.

d. DA Form 2408-13–1 will be used to record all deficiencies and shortcomings discovered during the 25 hours/14 days inspections.

4. **Special Instructions.**

WARNING

Accidental actuation of helicopter power plant or hydraulic system, or firing of armament or jettison ballistics may cause severe injury or death. Before starting inspection, helicopter safety check must be performed (TM 1-1520-238-23) and all armament must be safetied, deactivated and cleared (TM 9-1090-208-23 and TM 9-1427-475-23).

a. The 25 hours/14 days inspection intervals will not be exceeded except in actual operational emergencies. When operational emergencies require helicopter operation beyond the normal inspection due–time, a circle red x status symbol and an appropriate statement (to include authority) must be entered in block 16 and 17 of DA Form 2408-13–1 (Aircraft Inspection and Maintenance Record) until such time as the inspection is complete. When inspections are delayed to meet emergency requirements, commanders will assure that such Circle red x ststus helicopters will be inspected immediately upon

termination of the emergency. When unusual local conditions are encountered, such as environmental conditions, ultilization, type of mission, experience of flight and maintenance personnel, periods of inactivity, etc., the maintenance officer may increase the scope and/or frequency of maintenance or inspections as necessary to insure safe flight.

b. Helicopters that are down, Not Mission Capable due to Supply (NMCS), or Not Mission Capable due to Maintenance (NMCM), are deffered from the 25 hours/14 days inspection until the helicopter is returned to flyable status. When the NMCS and/or NMCM condition in cleared from the helicopter that has been deferred, 25 hours/14 days inspection must be done before the first flight. It is the maintenance officer's responsibility to determine those inspections necessary during NMCS and/or NMCM to preserve the helicopter. Maintenance situations and climates vary too much to permit a definition of an adequate inspection of helicopters in NMCS and/or NMCM status.

c. Accessing procedures and detailed inspection criteria can be found in the applicable maintenance manuals. Use the alphabetical index in the applicable manuals. Unless otherwise directed, removed panels and opened doors will be reinstalled and closed upon completion of each area inspection.

d. The total manhour (M/H) requirement for a complete 25 hours/14 days inspection is 6.0 M/H.

5. **Recommending Improvements.** You can help improve this manual. If you find any mistakes or if you know of a way to improve these procedures, please let us know. Mail your letter or DA Form 2028, (Recommended Changes to Publication and Blank Forms) directly to : COMMANDER, U.S. Army Aviation and Missile Command, ATTN: AMSAM-MMC-MA-NP, Redstone Arsenal, AL 35898-5000. A reply will be furnished to you. You may also provide DA Form 2028 information to AMCOM via fax or the World Wide Web. Our fax number is DSN 788-6546 or commerical 256-842-6546. For the World Wide Web use: https://amcom2028.redstone.army.mil.

6. **Inspection Areas.** Inspection areas are shown in figure 1.

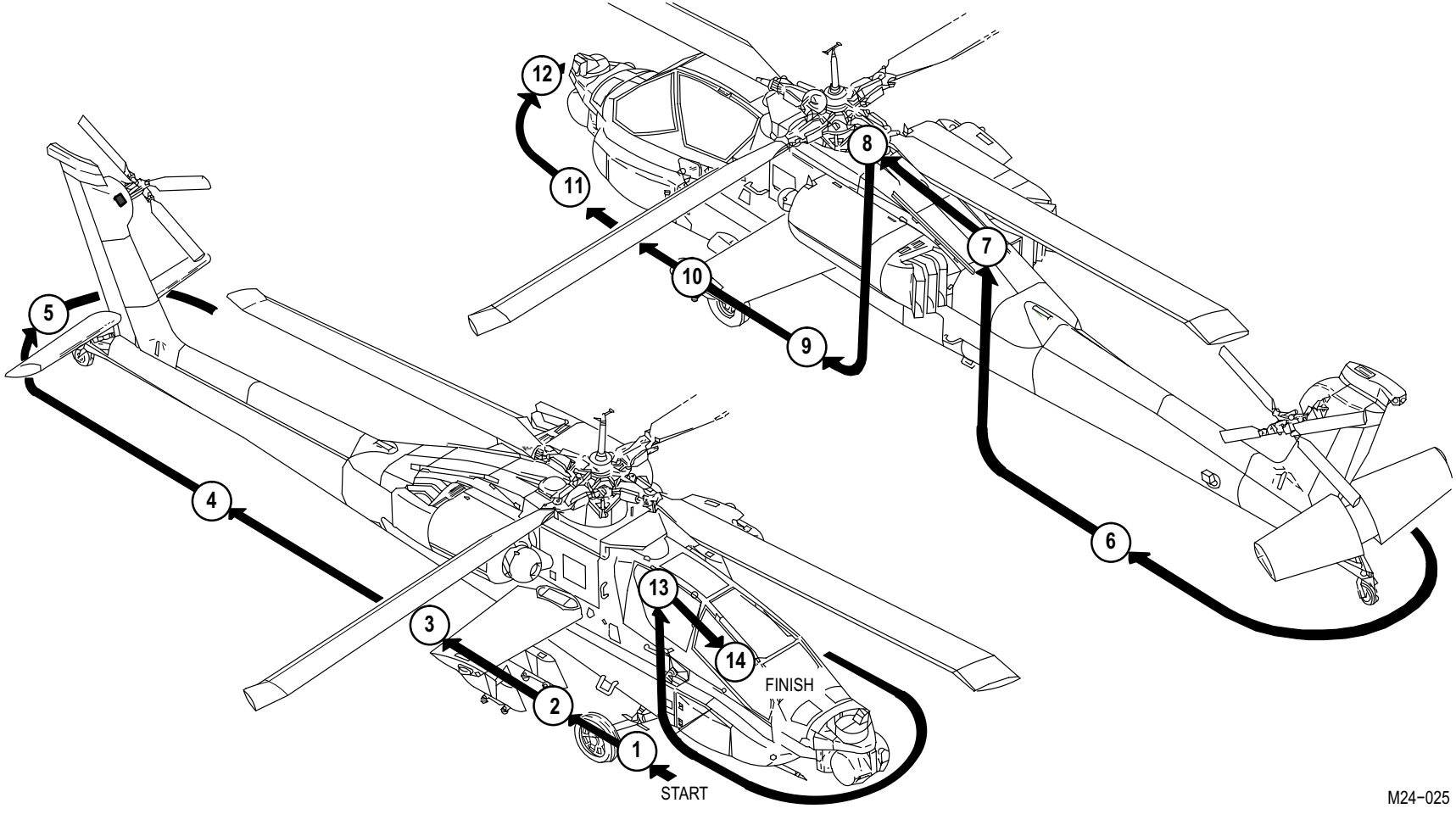

Figure 1. Area Diagram

7. **Initial Setup.**

Tools and Equipment:

Tool Kit, Aircraft Mechanic's
Tire pressure gage
Sample jar (2)

Personnel Required:

67R Attack Helicopter Repairer
One person to assist

Materials/Parts:

A-A-531	Rags
MIL-H-5606	Hydraulic fluid
MIL-H-83282	Hydraulic fluid
MIL-L-23699	Lubricating oil
VVL-800A	Lubricating oil

Helicopter Conditions:

Helicopter safed
Weapons systems safed and cleared
Remove protective covers

AREA NO. 1	Fuselage - Right Side Forward	All surfaces, components, and equipment in forward avionics bay. Includes landing gear and search light.
AREA NO. 2	Fuselage - Right Side Center	All surfaces, components, and equipment aft of crew station to engine nacelle. Includes transmission deck, right nose gearbox, engine installation components, wing and stores.
AREA NO. 3	Engine Nacelle - Right	All surfaces, components, and equipment aft of APU exhaust duct. Includes lower nacelle, aft electronics compartment, and IR suppressor.
AREA NO. 4	Fuselage - Right Side Aft	All surfaces, components, and equipment aft of APU exhaust duct and forward of intermediate gearbox. Includes hydraulic ground service panel and aft horizontal tail rotor drive shaft.
AREA NO. 5	Tail Section	All surfaces, components, and equipment aft of tailboom area. Includes horizontal stabilator, tail landing gear, intermediate and tail rotor gearboxes, aft vertical tail rotor drive shaft, and tail rotor.

AREA NO. 6	Fuselage - Left Side Aft	All surfaces, components, and equipment forward of intermediate gearbox and aft of ENCU exhaust duct.
AREA NO. 7	Catwalk	All surfaces, components, and equipment in catwalk area. Includes shaft-driven compressor, forward tail rotor drive shaft, fire extinguisher containers, environmental control unit (ENCU), and APU.
AREA NO. 8	Main Rotor Mast	All surfaces, components, and equipment in the mast area. Includes main rotor, air data sensor, and upper controls (mixer).
AREA NO. 9	Engine Nacelle - Left	All surfaces, components, and equipment forward of ENCU exhaust duct and aft of left nose gearbox. Includes IR suppressor, aft avionics compartment, and lower nacelle.
AREA NO. 10	Fuselage - Left Side Center	All surfaces, components, and equipment forward of engine nacelle and aft of left forward avionics bay. Includes left transmission deck, wing and stores, nose gearbox, and engine installation components.
AREA NO. 11	Fuselage - Left Side Forward	All surfaces, components, and equipment in forward avionics bay. Includes landing gear.
AREA NO. 12	Nose Section	All surfaces, components, and equipment on or under the helicopter nose. Includes TADS/PNVS turret and area weapon.
AREA NO. 13	Pilot Station	All surfaces, components, and equipment in the pilot station. Includes windshields, landing gear brake control, canopy jettison system, lighting and indicator components, power and flight controls and instruments.
AREA NO. 14	CPG Station	All surfaces, components, and equipment in the CPG station. Includes windshields, landing gear brake control, canopy jettison system, lighting and indicator components, power and flight controls and instruments.

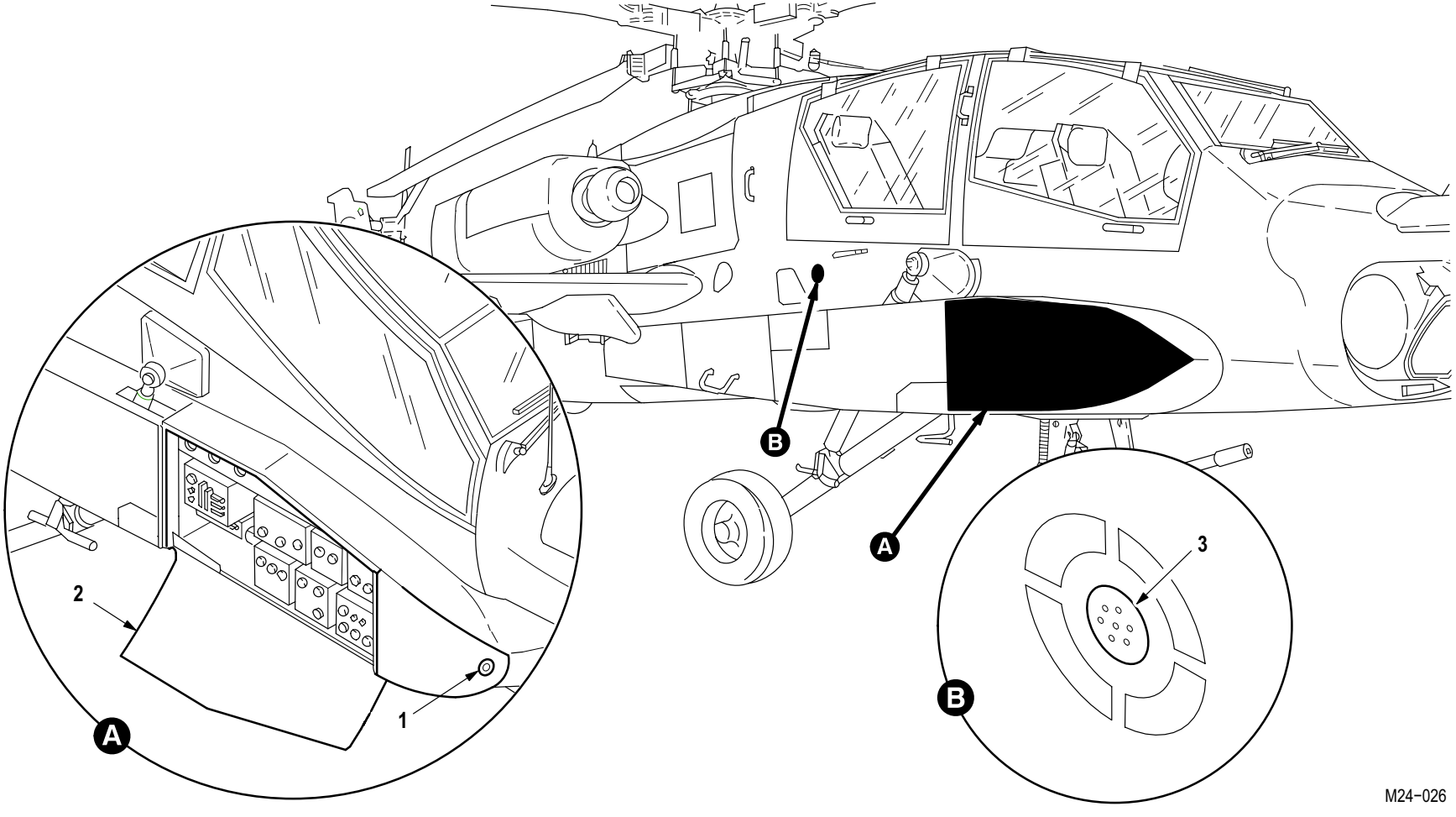

Figure 2. Inspection Area No. 1 (Sheet 1 of 2)

Seq. No.	Location	Item and Procedure
		FUSELAGE – RIGHT SIDE FORWARD **POWER OFF**
1.1	——	Inspect aircraft forms and records for recorded discrepancies (DA PAM 738-751)
1.2	——	Exterior surfaces Skin areas for cracks and distortion Loose or missing hardware Access panels, doors, and fairings for mounting security Exposed hydraulic lines for leakage and chafing Hydraulic connectors for security
1.3	1	Radar Warning Antenna Physical damage and mounting security
1.4	2	Open Avionics Door R90 Interior panels for cracks and cleanliness Loose or missing hardware Interior components for physical damage and mounting security Electrical connectors for security Visible wiring for chafing or damaged insulation and connection security Ammo conveyor for damaged or cracked carriers and tracks
1.5	3	**STATIC PORT** **OBSTRUCTIONS, CLEANLINESS, AND DAMAGE**

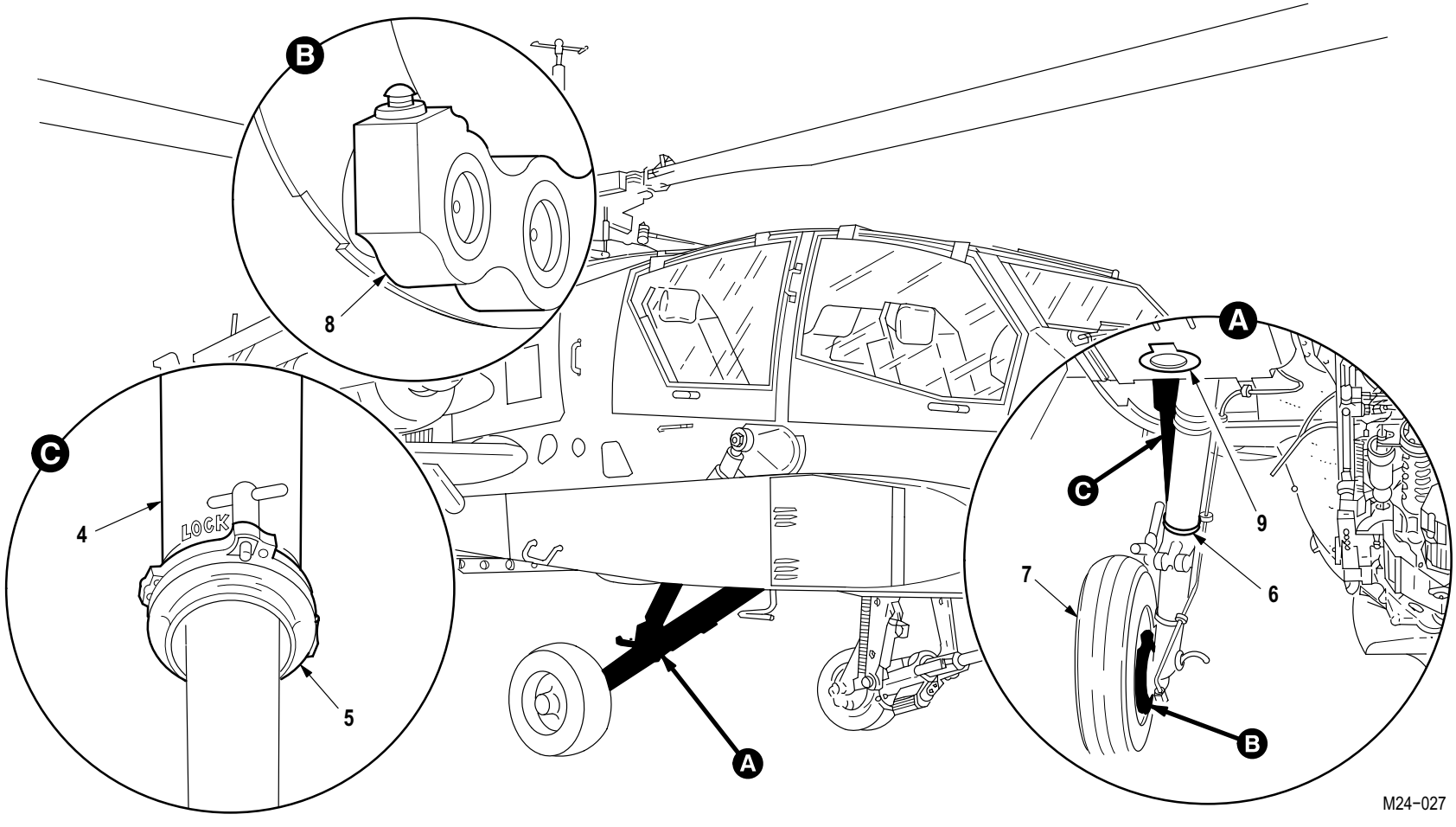

Figure 2. Inspection Area No. 1 (Sheet 2)

Seq. No.	Location	Item and Procedure
1.6	4	**MAIN LANDING GEAR SHOCK STRUT**
		CRACKS, DISTORTION, AND CORROSION
		STRUT TOP AND BOTTOM MOUNTS FOR SECURITY AND ALINEMENT
		FLUID LEAKAGE ON STRUT EXTERIOR
		STRUT EXTENSION FOR NORMAL HELICOPTER GROUND ATTITUDE
		Clean exposed piston rod with lubricating oil (VVL800A)
	5	**LOCKING SHEAR COLLAR IN LOCKED POSITION (RED STRIPE VISIBLE AND LOCK PIN INSTALLED)**
		COLLAR FOR CRACKS
1.7	6	**MAIN LANDING GEAR TRAILING ARM**
		ARM AND STEP FOR CRACKS, DISTORTION, AND SECURITY
		LOOSE OR MISSING HARDWARE
1.8	7	**MAIN LANDING GEAR WHEEL**
		CRACKS AND DISTORTION
		TIRE FOR BLISTERS, CUTS, WEAR, AND PROPER INFLATION
		HUB FOR GREASE LEAKAGE
		AXLE NUT FOR SECURITY
		WHEEL NUTS FOR CRACKS
	8	**BRAKE HOUSING FOR CRACKS, HYDRAULIC FLUID LEAKAGE, AND MOUNTING SECURITY**
		Hydraulic brake lines for chafing, leakage, and security
1.9	9	Search Light
		Stowed-position
		Lens for cracks and mounting security

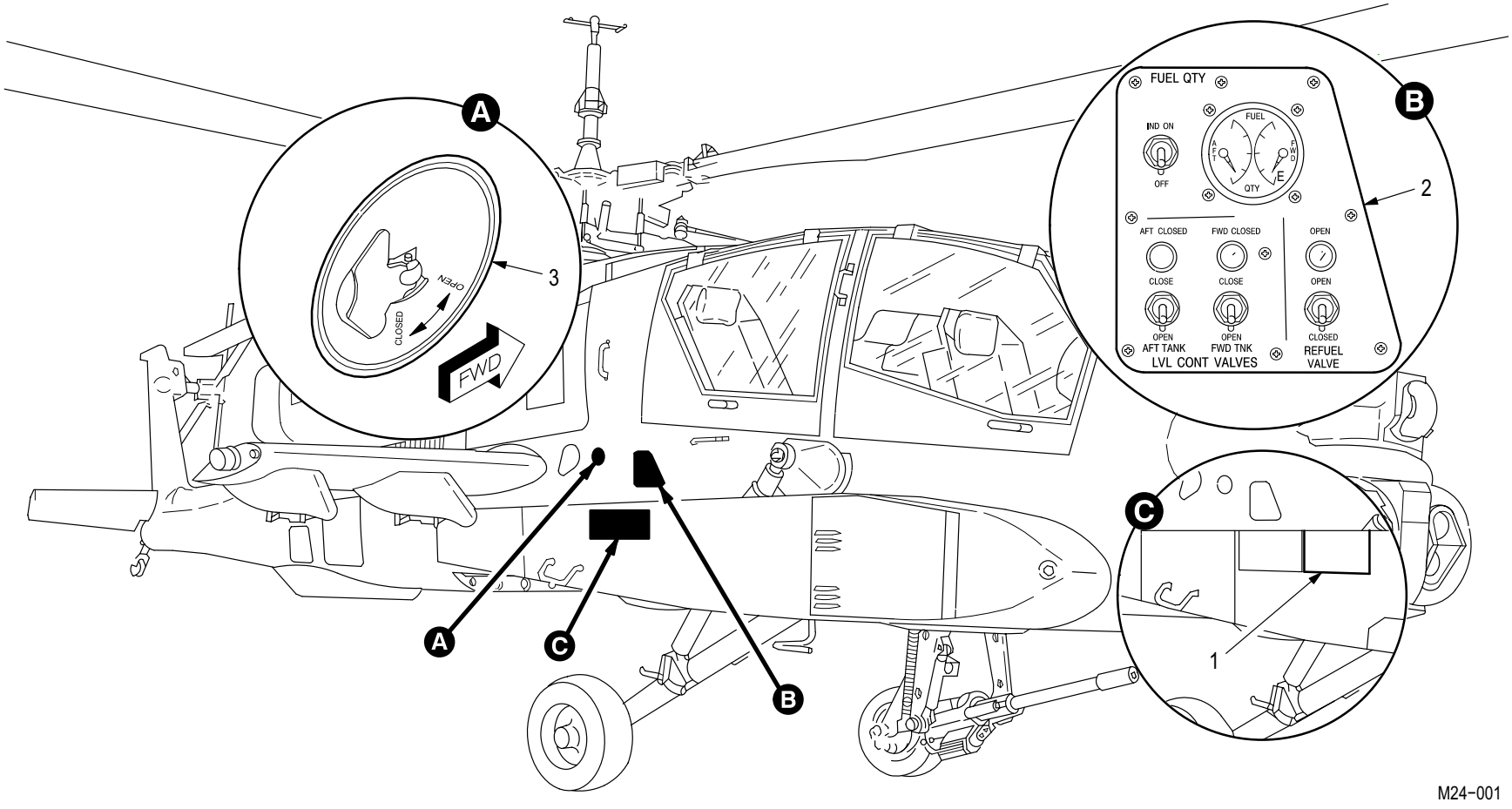

Figure 3. Inspection Area No. 2 (Sheet 1 of 6)

Seq. No.	Location	Item and Procedure
		FUSELAGE – RIGHT SIDE CENTER **POWER OFF**
2.1	——	Exterior Surfaces Skin areas for cracks and distortion Loose or missing hardware Access panels, doors, and fairings for mounting security
2.2	1	Open Fire Extinguisher Fairing Door R155 Interior panels for cracks and cleanliness Loose or missing hardware Portable fire extinguisher for charge condition, seal, expiration date, and mounting security in designated location
2.3	2	Open Refuel Controls Door R160 Interior panels for cracks and cleanliness Loose or missing hardware Interior components for physical damage and mounting security Check switch positions; AFT TNK and FWD TNK switches OPEN, REFUEL VALVE switch CLOSED, FUEL QTY indicator switch OFF
2.4	3	**FORWARD GRAVITY FUEL FILL** Cap R170 **FUEL LEAKAGE, FULL CLOSURE OF FILL CAP (LATCH FLUSH – ARROW FORWARD)**

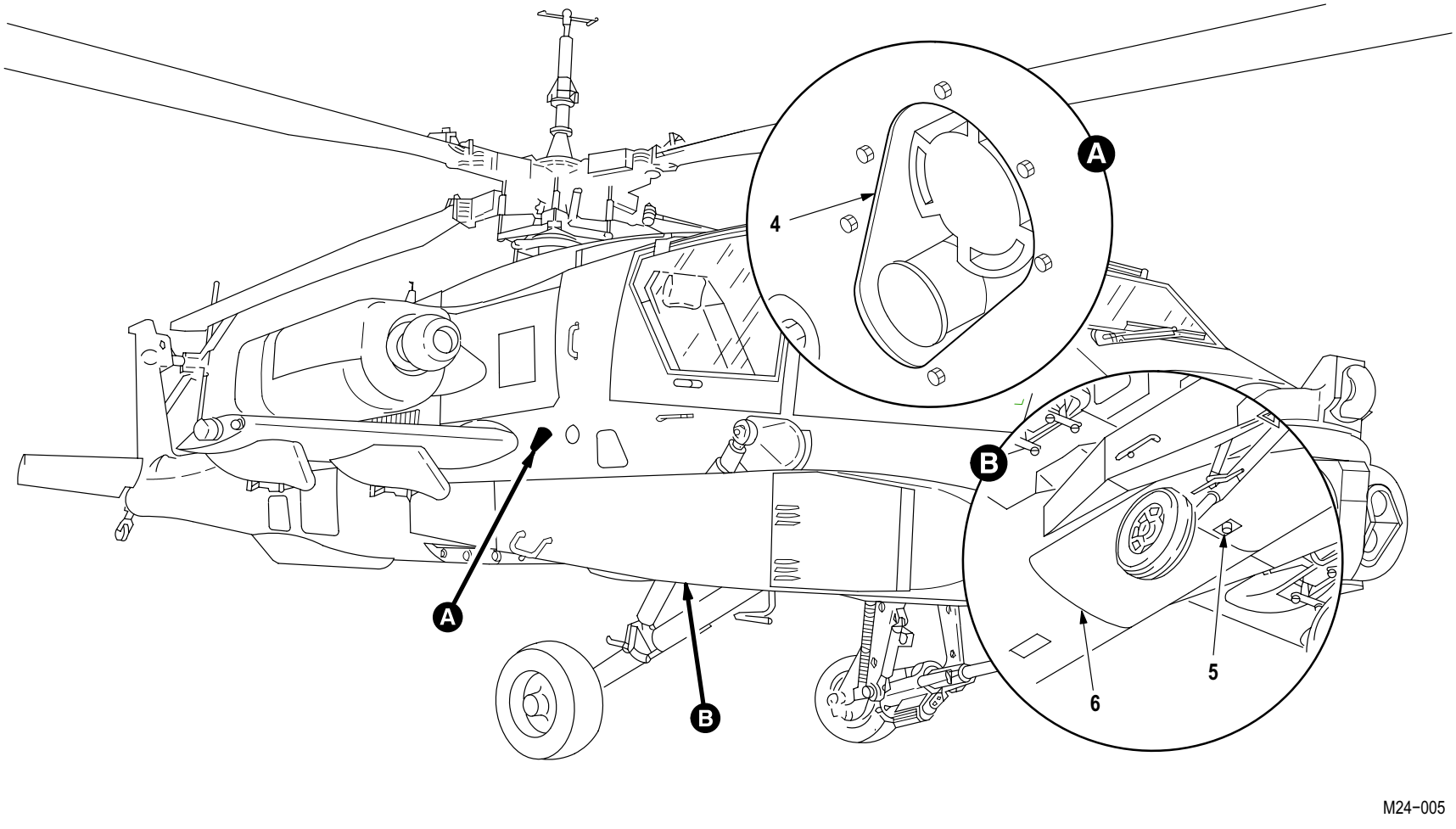

Figure 3. Inspection Area No. 2 (Sheet 2)

Seq. No.	Location	Item and Procedure
2.5	4	Open **PRESSURE FUEL FILL** Door R180 Cracks and cleanliness Loose or missing hardware **FUEL LEAKAGE, FULL CLOSURE OF SPA (TOP), AND CCA (BOTTOM) FILL CAPS**
2.6	5	**FORWARD FUEL DRAIN** **EXTERNAL DRAIN FITTING FOR OBSTRUCTION** **FWD FUEL VENT TUBE AND LIGHTNING ARRESTOR FOR CHAFING AND OBSTRUCTIONS** **FUEL LEAKAGE** **TAKE FUEL SAMPLE AND CHECK FOR WATER AND CONTAMINATION – USE SAMPLE JAR**
2.7	6	Ammo Bay Door Latches for security

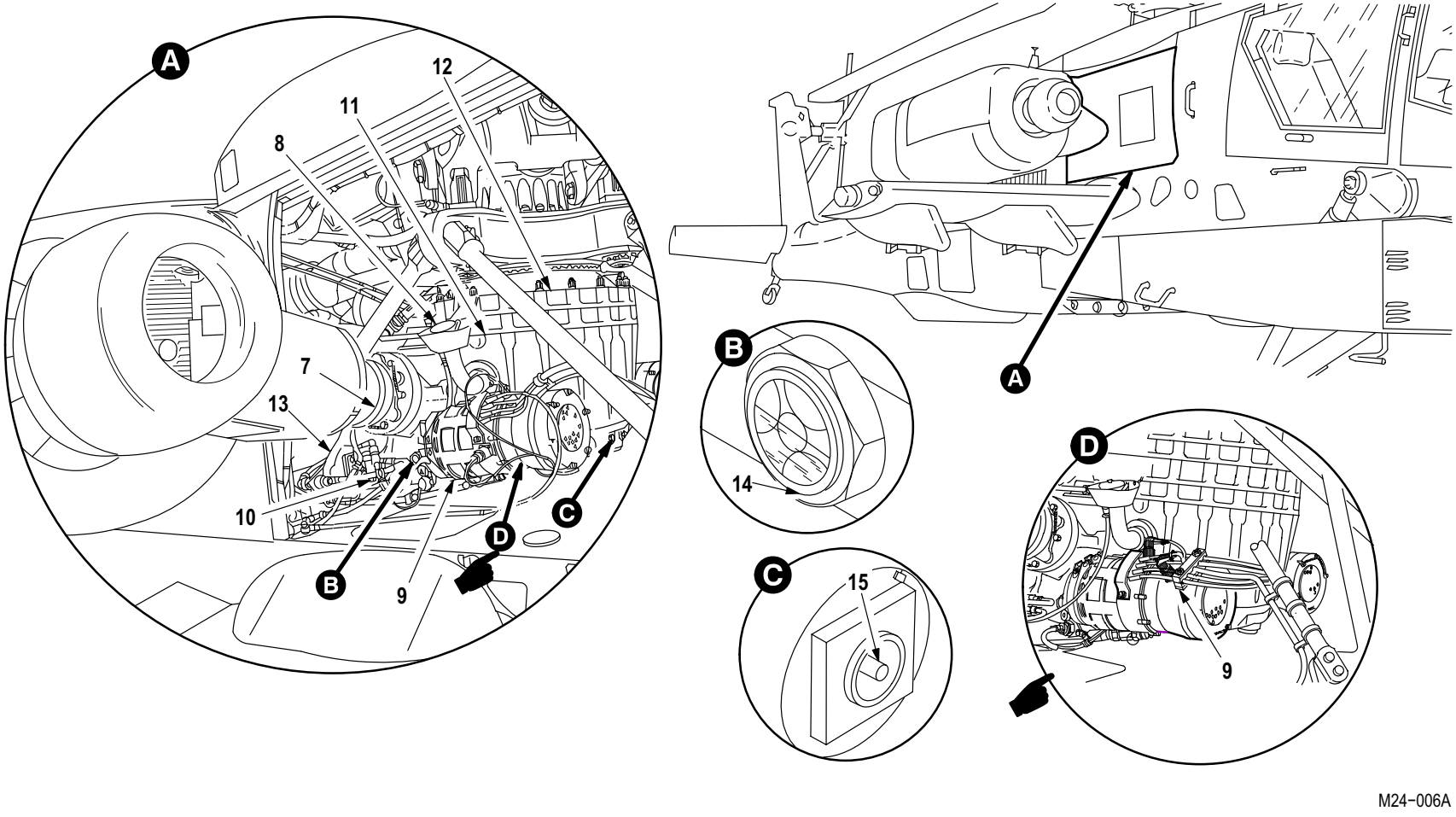

Figure 3. Inspection Area No. 2 (Sheet 3)

Seq. No.	Location	Item and Procedure
2.8	——	**MAIN TRANSMISSION DECK** (access panel R200 removed)
		Interior panels and structure for cracks, distortion, and cleanliness
		Loose or missing hardware
		Interior components for physical damage and mounting security
	7	**VISUALLY INSPECT WITH MIRROR NO. 2 NOSE GEARBOX DRIVE SHAFT AND COUPLINGS FOR NICKS, DENTS, SCRATCHES, AND SECURITY**
	8	Transmission lube oil filler cap and tube for leakage and security
	9	Generator for mounting security, power feeder for missing chafe protection, chafing, damaged insulation, proper routing, clamp, and connection security
		Generator aft electrical lead clamp block for security and routing of leads
	10	Hydraulic pump for leakage and mounting security
	11	Transmission housing for lube oil leakage and all hoses for condition (TM 1-1500-204-23)
	12	Transmission cover, flange bolt hole bosses, and flange web areas for evidence of cracks or oil leakage
	13	Accessory gearbox cover for lube oil leakage
	14	**TRANSMISSION LUBE OIL LEVEL SIGHT GAGE FOR PROPER LEVEL INDICATION.**
		Fluid level indications on transmission right and left (sequence 10.6, location 18) sight gages must be averaged to derive proper oil level indication
	15	Transmission lube oil filter bypass indicator for popped button (dirty filter)

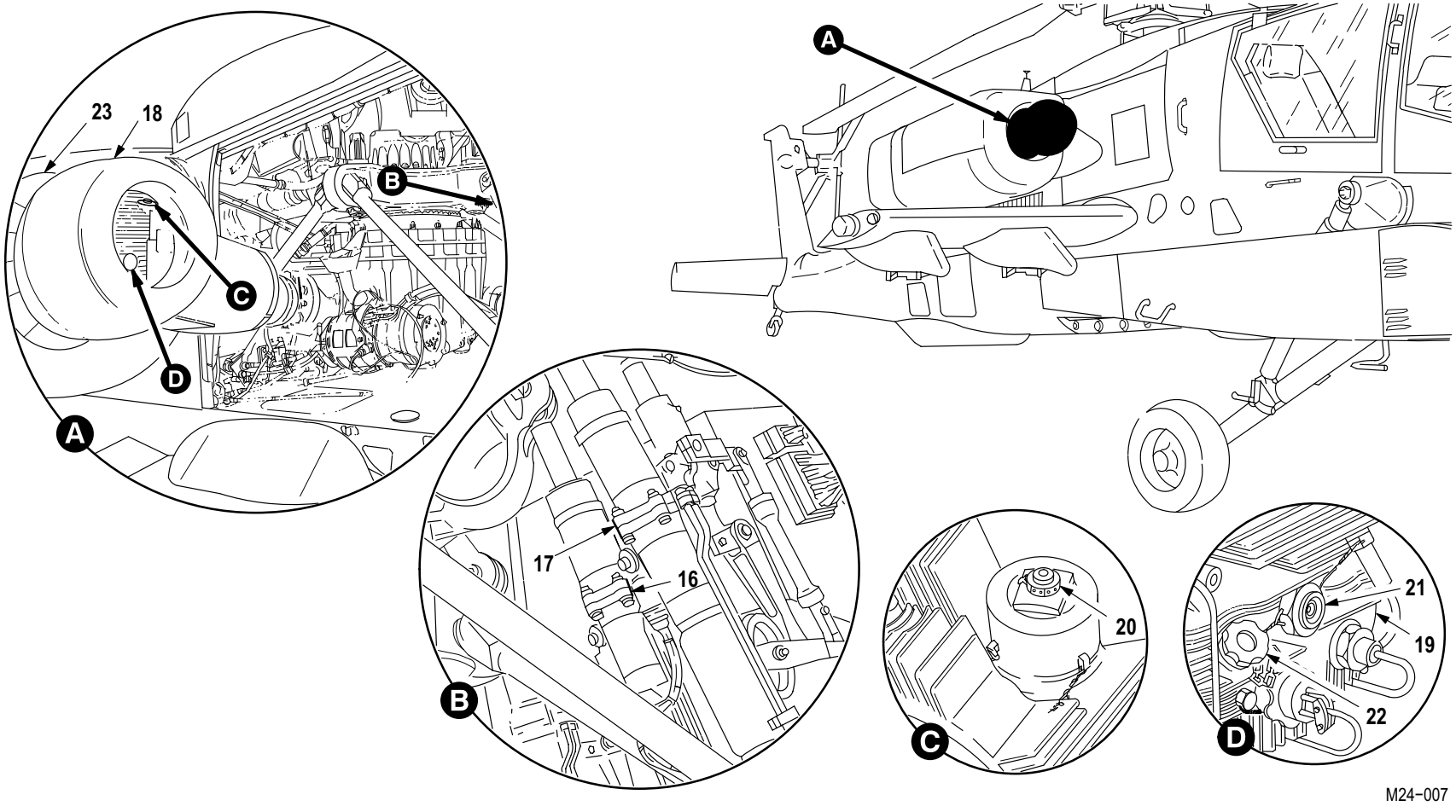

Figure 3. Inspection Area No. 2 (Sheet 4)

Seq. No.rcx	Location	Item and Procedure
	16	**LONGITUDINAL FLIGHT CONTROL SERVOACTUATOR**
		CRACKS, DISTORTION, CORROSION, MOUNTING SECURITY, AND LOOSE OR MISSING PARTS
		FLUID LEAKAGE ON SERVOACTUATOR EXTERIOR
		Clean exposed piston rod with hydraulic fluid (MIL-H-83282)
	17	**COLLECTIVE FLIGHT CONTROL SERVOACTUATOR**
		CRACKS, DISTORTION, CORROSION, MOUNTING SECURITY, AND LOOSE OR MISSING PARTS
		FLUID LEAKAGE ON SERVOACTUATOR EXTERIOR
		Clean exposed piston rod with hydraulic fluid (MIL-H-83282)
		Visible wiring for chafing or damaged insulation and connection security
		Hydraulic and lube oil lines for leakage, chafing, and connector security
		Visible flex cables for kinking, proper routing, and clamping security
2.9	——	**NOSE GEARBOX**
	18	Fairing for cracks, cleanliness, and for loose or missing hardware
		(CHECK FOR POSSIBLE ENGINE FOD)
	19	Gearbox housing for lube oil leakage
	20	Lube oil filter bypass indicator for popped button (dirty filter)
	21	**LUBE OIL LEVEL SIGHT GAGE FOR PROPER LEVEL INDICATION**
		Visible wiring for chafing or damaged insulation and connection security
	22	Oil filler cap for leakage and full closure
2.10	23	**ENGINE AIR INLET**
		OBSTRUCTIONS AND CLEANLINESS

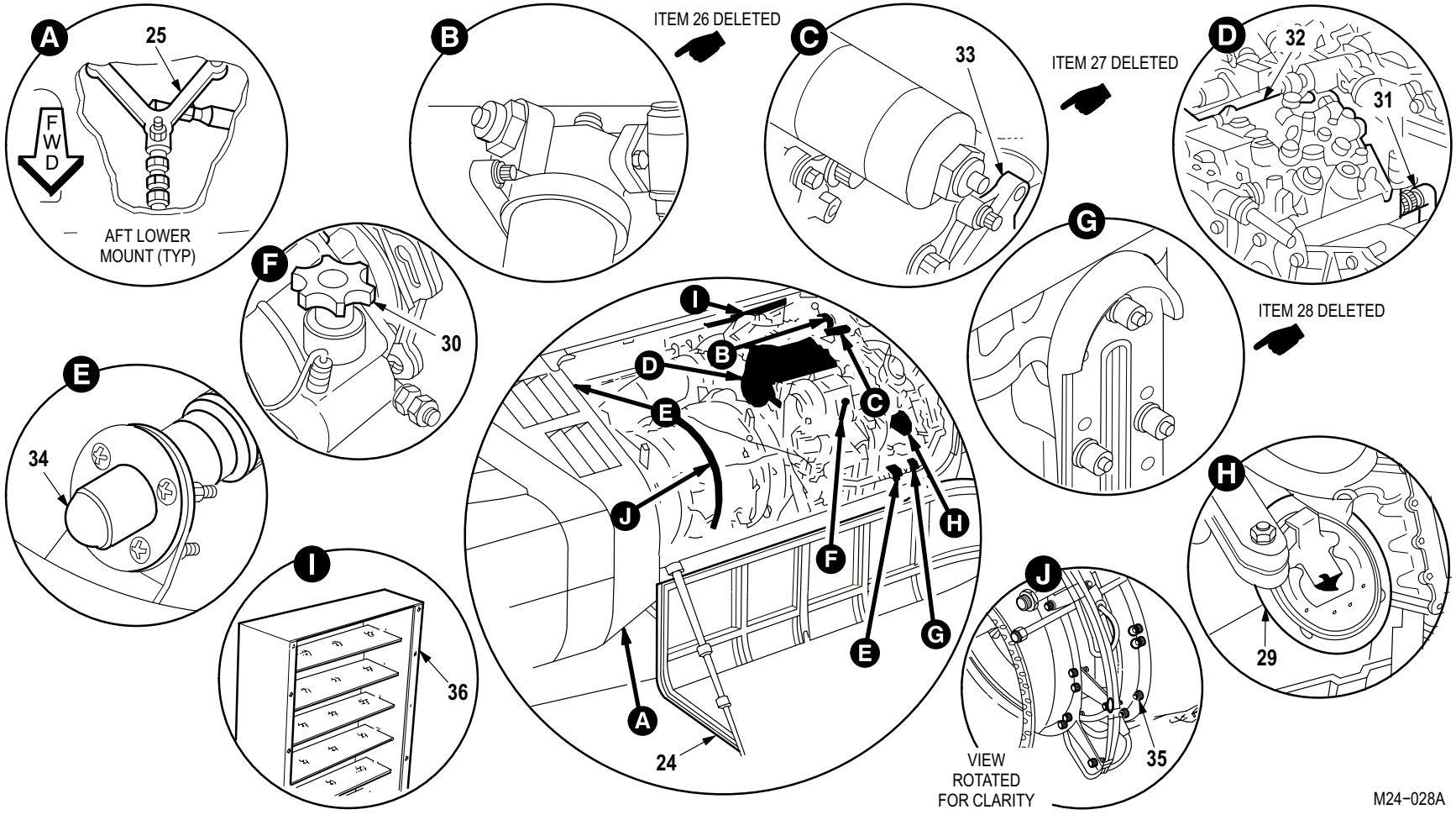

Figure 3. Inspection Area No. 2 (Sheet 5)

Seq. No.	Location	Item and Procedure
		ENGINE NACELLE – RIGHT
		POWER OFF
2.11	——	**ENGINE** (work platform door RN1 opened)
	24	Interior panels and structure for cracks, distortion, and cleanliness
		Loose or missing hardware
		Engine components for physical damage and mounting security
		Power turbine, combustion chamber, compressor housing, exhaust nozzles, and IR suppressors for cracks, dents, and burned or buckled areas
		FUEL AND LUBE OIL LINES FOR LEAKAGE AND CHAFING
		Visible flex cables for kinking, proper routing, and clamping security
	25	**ENGINE MOUNTS, PINS, AND BUSHINGS FOR CRACKS AND SECURITY**
	26	Deleted
	27	Deleted
	28	Deleted
	29	Engine lube oil filler cap for leakage and full closure
	30	Starter lube oil filler for proper oil level (to lip of filler neck) and for leakage and full cap closure
	31	Overspeed and drain valve for leakage and connection security
	32	Hydromechanical control unit (HMU) for leakage and connection security
	33	Boost pump for leakage and connection security
	34	**FIRE DETECTION SENSORS FOR DAMAGED LENS AND MOUNTING SECURITY**
		Clean lenses with tissue
		Visible wiring for chafing or damaged insulation and connection security
	35	Engine turbine case for loose or broken third stage nozzle bolts
		Perform engine THIR inspection (TM 55-2840-248-23)
	36	Engine cooling louvers for missing, flaked, or chipped paint

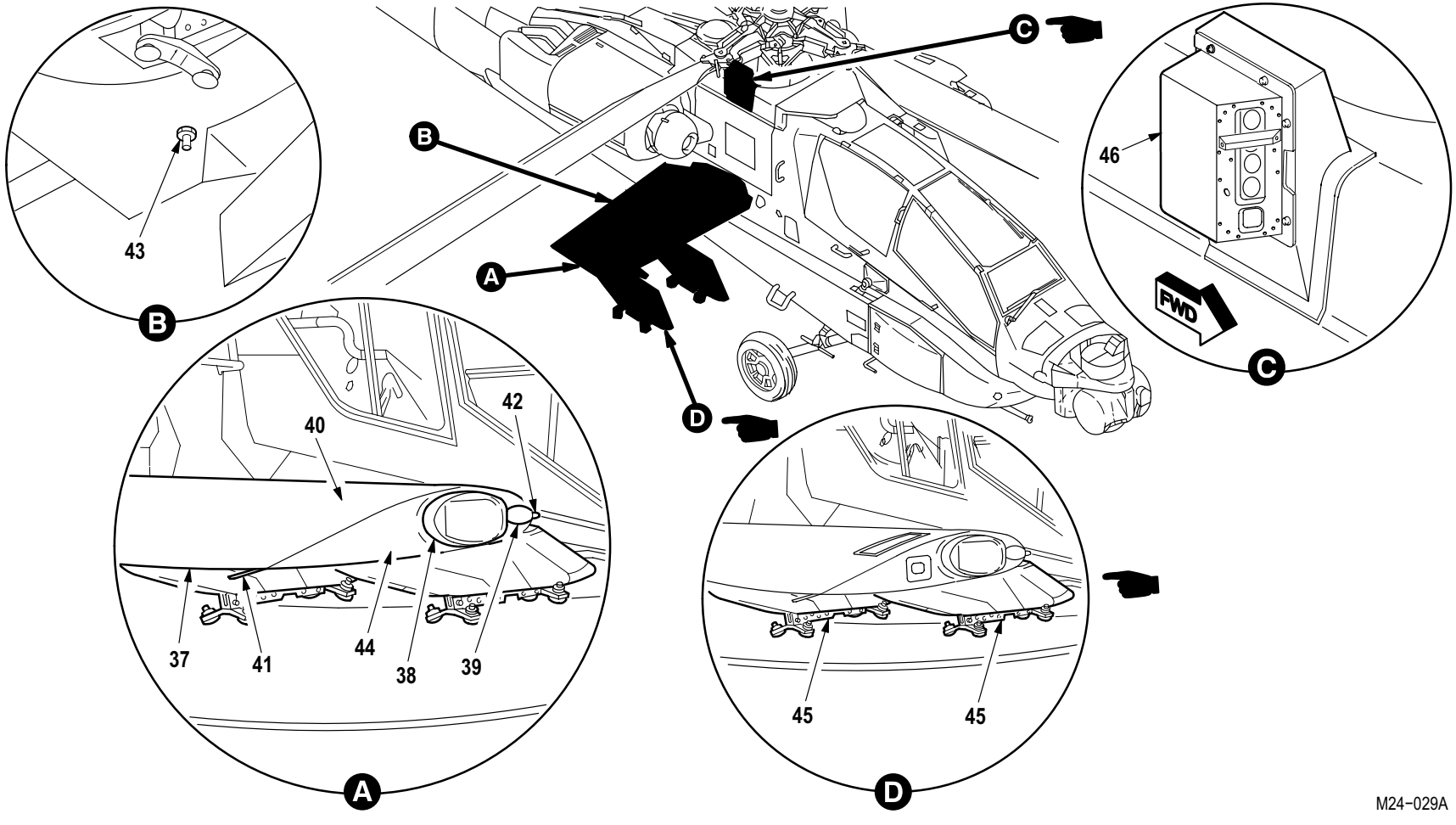

Figure 3. Inspection Area No. 2 (Sheet 6)

Seq. No.	Location	Item and Procedure
2.12	37	**WING** **CRACKS, DISTORTION, CORROSION, AND MOUNTING SECURITY** **LOOSE OR MISSING HARDWARE**
	38	**ANTICOLLISION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY**
	39	**NAVIGATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY**
	40	**FORMATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY**
	41	**STATIC DISCHARGERS FOR EXPOSED WICK**
	42	**PITOT TUBE FOR OBSTRUCTIONS, CLEANLINESS, AND DAMAGE**
	43	**PITOT DRAIN EXTERNAL FITTING FOR OBSTRUCTION AND DAMAGE** **DRAIN AND CHECK FOR MOISTURE**
	44	Intercommunication connector cap installed
2.13	45	**PYLONS (EXTERNAL STORES)** **NOTE** Use 10-power magnifying lens to check yoke and rack in pivot pin area. **CRACKS, DISTORTION, AND MOUNTING SECURITY** Visible wiring for chafing or damaged insulation and connection security Hydraulic lines for leakage, chafing, and security **SAFETY PINS AND STREAMERS INSTALLED** **IF STORES NOT MOUNTED, CHECK UMBILICAL STOWAGE INSIDE PYLON LEADING EDGE FAIRING** **CAUTION** When handling sensor unit, do not press on sensor window. The glass is fragile and may be scratched, cracked, or broken.
2.14	46	Laser Detecting Sensor (forward) – Right Side Physical damage and mounting security Clean oil, dust, or other deposits from sensor window (TM 11-5841-304-12)

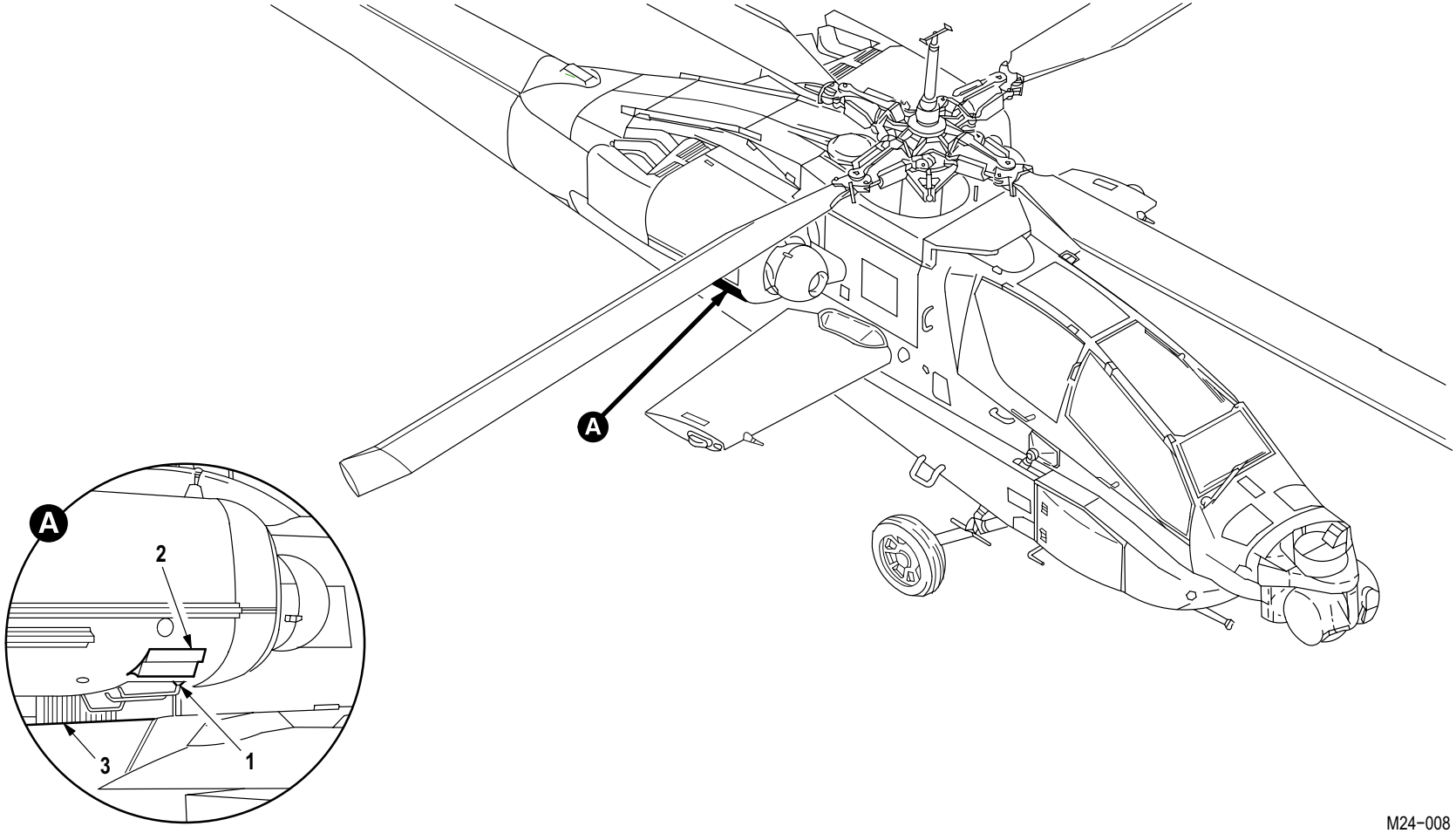

Figure 4. Inspection Area No. 3 (Sheet 1 of 3)

Seq. No.	Location	Item and Procedure
		ENGINE NACELLE – RIGHT **POWER OFF**
3.1	——	Exterior Surfaces Skin areas for cracks and distortion Loose or missing hardware Access panels, doors, and fairings for mounting security
3.2	1	Engine Access and Vent Door RN4 Interior for cracks and cleanliness Loose or missing hardware Fire doors can be opened Cooling doors are open Cooling door actuator for damaged lines and security Engine mount studs for cracks (secondary mounts free) Drain lines for obstructions and security Electronic Control Unit (ECU) connections for cleanliness and security
3.3	2	Engine Door RN3 Interior for cracks and cleanliness Loose or missing hardware
3.4	3	Heat Exchanger Louvers Obstructions and cleanliness

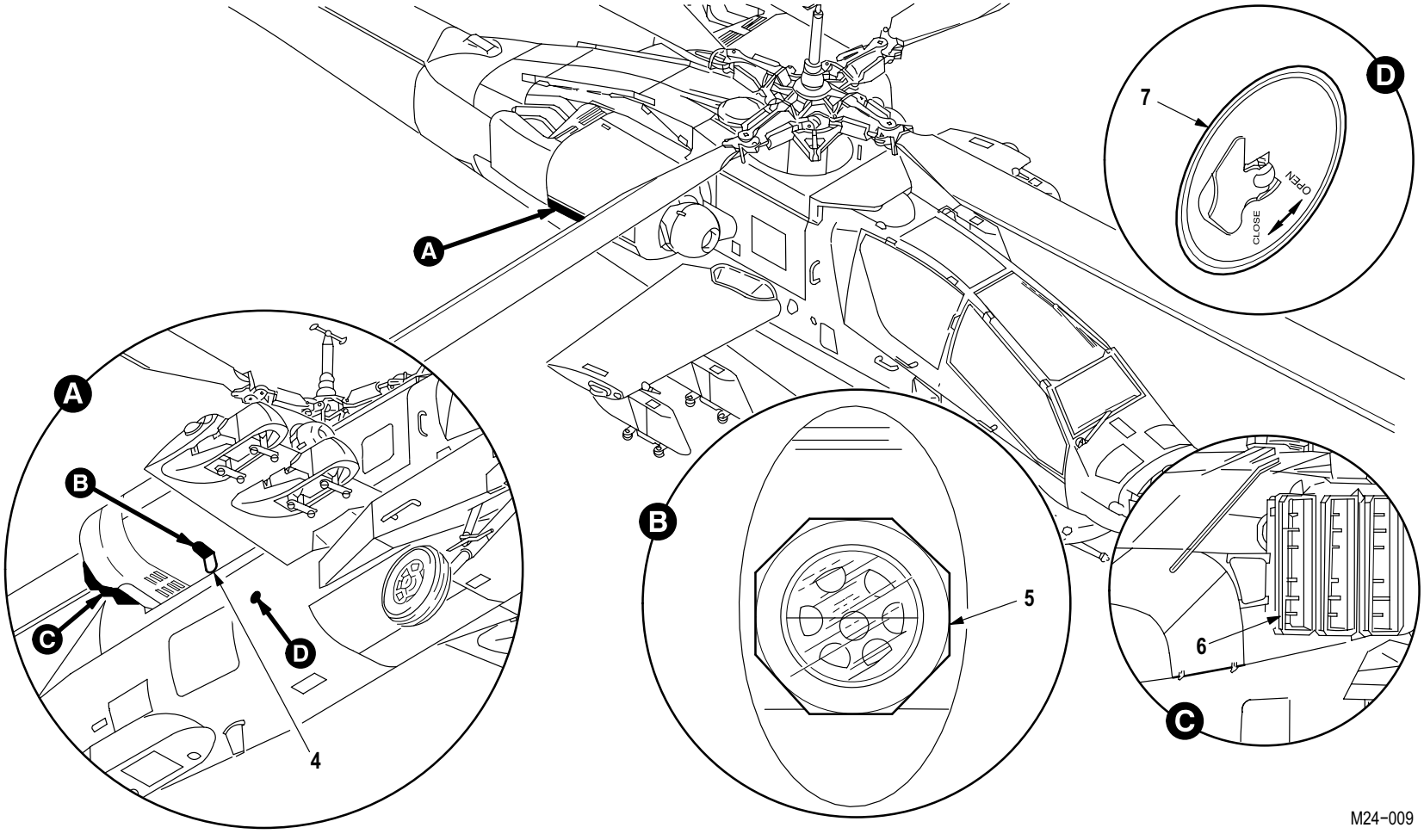

Figure 4. Inspection Area No. 3 (Sheet 2)

Seq. No.	Location	Item and Procedure
3.5	4	Open Engine Door RN5 Interior for cracks and cleanliness Loose or missing hardware
	5	APU oil level sight gage for proper level indication **NOTE** Sight gage is inboard and upward of door RN5. Flashlight may be required.
3.6	6	IR Suppressor and Exhaust Nozzles Cracks, distortion, and corrosion Loose or missing hardware Obstructions and cleanliness Check secondary exhaust nozzle gasket for deformation or not fully seated against secondary nozzle frame
3.7	7	**AFT GRAVITY FUEL FILL** Cap R265 **FUEL LEAKAGE, FULL CLOSURE OF FILL CAP (LATCH FLUSH – ARROW FORWARD)**

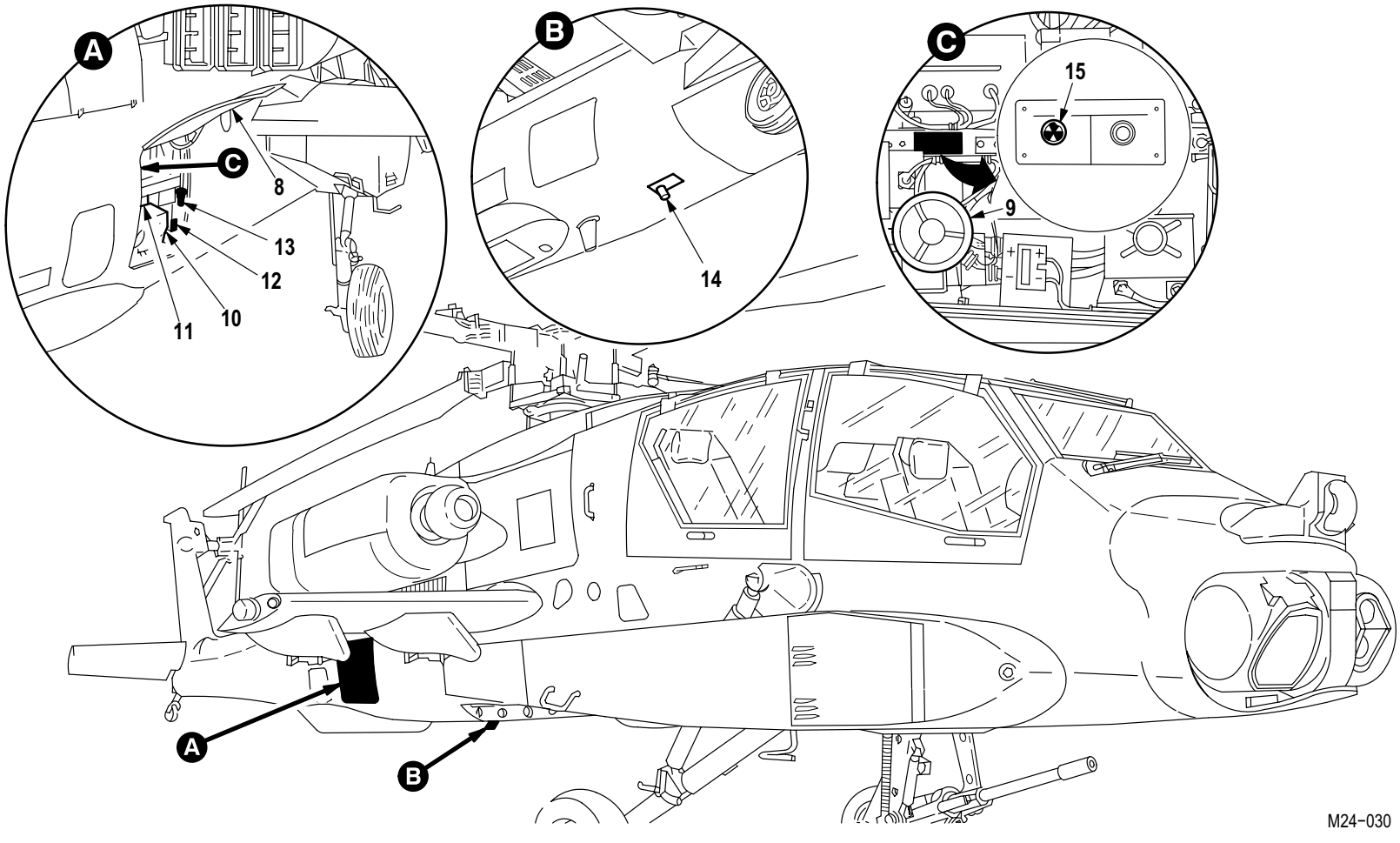

Figure 4. Inspection Area No. 3 (Sheet 3)

Seq. No.	Location	Item and Procedure
3.8	8	Open Electronic Equipment Access Door R295
		Interior panels for cracks and cleanliness
		Loose or missing hardware
		Interior components for physical damage and mounting security
		Electrical connectors for security
		Visible wiring for chafing or damaged insulation and connection security
	9	Cooling fan obstructed
	10	Battery for physical damage, leakage, cleanliness, vent obstructions, and security
		Battery quick disconnect for evidence of corrosion or pitting and excessive free-play
		Battery connector helixes for firm fit (TM 1–1520–238–23–5, page 9–9, paragraph 9.1.3 Inspection)
		Evidence of arcing or burn marks
	11	Battery charger for physical damage and security
	12	Battery relay terminals for evidence of corrosion, security, and loose hardware.
	13	**STATIC DRAIN EXTERNAL FITTING FOR OBSTRUCTION AND DAMAGE**
		Drain and check for moisture
3.9	14	**AFT FUEL DRAIN**
		EXTERNAL HOSE FOR OBSTRUCTIONS
		FUEL LEAKAGE
		TAKE FUEL SAMPLE AND CHECK FOR WATER AND CONTAMINATION – USE SAMPLE JAR
3.10	15	**NITROGEN INERT MONITOR** (POWER ON check – perform at end of POWER OFF check)

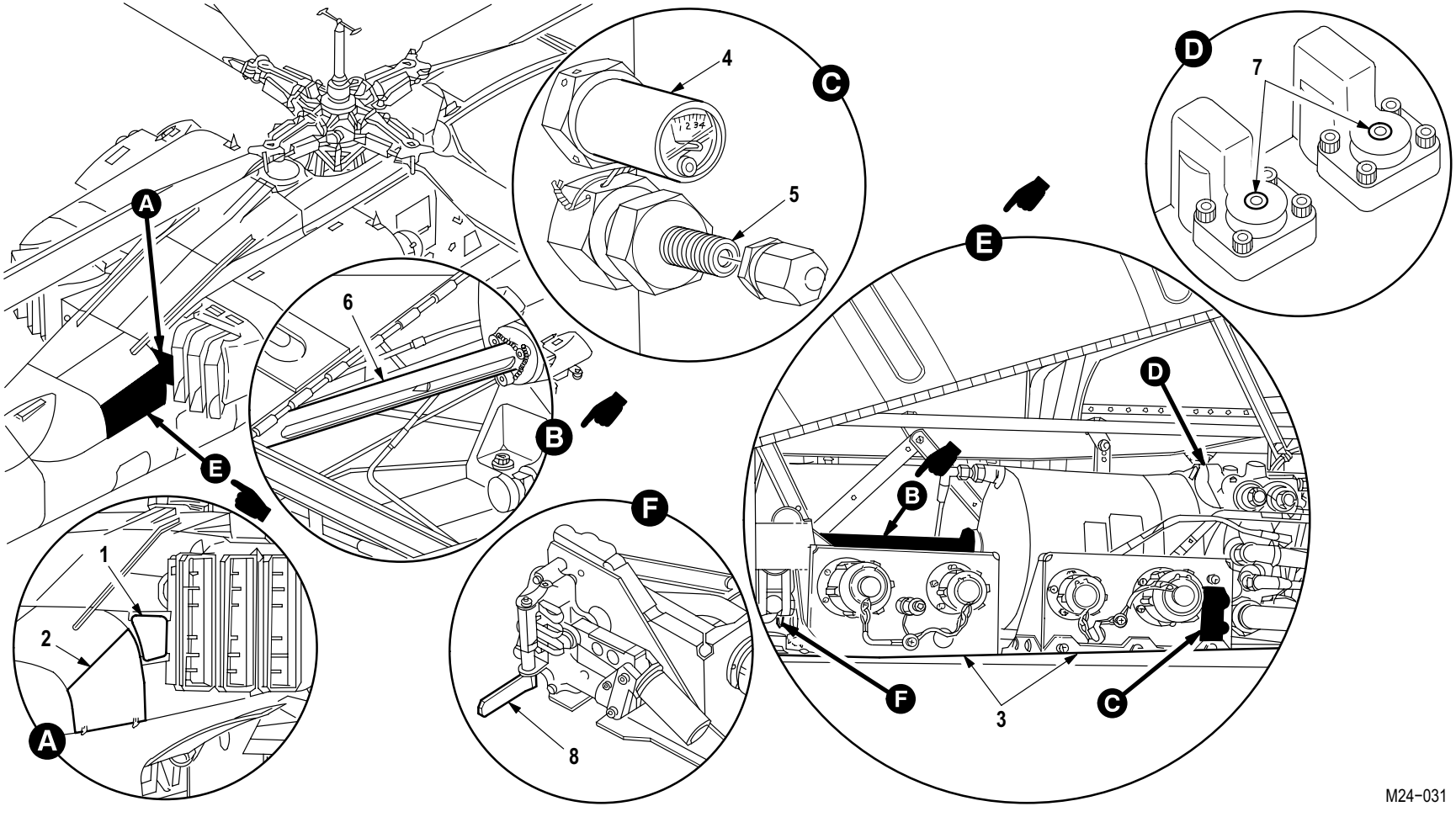

Figure 5. Inspection Area No. 4 (Sheet 1 of 3)

Seq. No.	Location	Item and Procedure
		FUSELAGE – RIGHT SIDE AFT **POWER OFF**
4.1	——	Exterior Surfaces Skin areas for cracks and distortion Loose or missing hardware Access panels, doors, and fairings for mounting security
4.2	1	APU Exhaust Duct Cracks, distortion, and corrosion Loose or missing hardware Obstructions and cleanliness
4.3	2	Open Hydraulics Access Door R325 Interior panels for cracks and cleanliness Loose or missing hardware Interior components for physical damage, leakage, and mounting security Visible hydraulic lines for leakage and chafing Hydraulic connectors for security
	3	PRIMARY and UTILITY ground service panels for installed receptacle caps

Seq. No.	Location	Item and Procedure
		CAUTION Failure to verify the proper nitrogen pressure and proper fluid level may cause severe damage to the APU PTO clutch (locations 4 and 6). Bleed utility hydraulic pressure prior to verifying nitrogen pressure.
	4	**UTILITY ACCUMULATOR PRESSURE GAGE FOR PROPER PRESSURE INDICATION**
	5	Charging port for installed pressure cap
	6	**UTILITY HYDRAULIC MANIFOLD SIGHT GAGE FOR PROPER FLUID LEVEL INDICATION**
	7	Utility hydraulic filter bypass indicators for popped buttons (dirty filters)
	8	Hydraulic hand pump for selector lever set in AFT AND FILL UTIL ACC position
		Pump handle for stowage

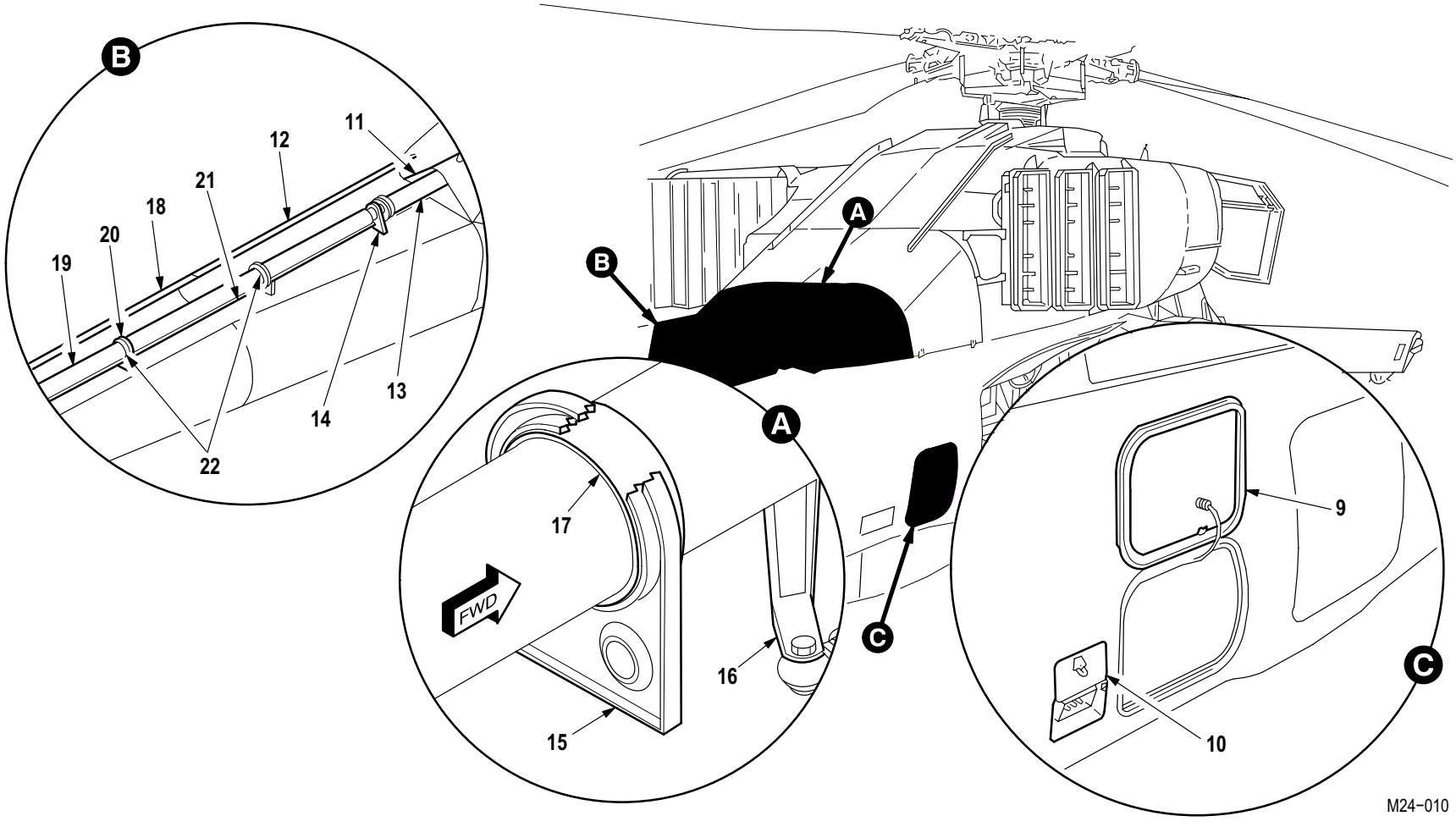

Figure 5. Inspection Area No. 4 (Sheet 2 of 3)

Seq. No.	Location	Item and Procedure
4.4	9	Open stowage Compartment Door R330 Interior for cracks and cleanliness Loose or missing hardware Interior components for physical damage and mounting security Visible wiring for chafing or damaged insulation and connection security
4.5	10	Open External Power Access Door R345 Interior panels for cracks and cleanliness Loose or missing hardware Interior components for physical damage and mounting security Loose electrical power receptacle or door switch Visible wiring for chafing or damaged insulation and connection security **CAUTION** Assure wire harness is disconnected prior to removal of Fairing T355. Assure wire harness and connector are secure and clear of tail rotor drive shaft upon installation of fairing.
	11	Inspect Tail Rotor Shaft Fairing T355 Area Interior panels and structure for cracks and cleanliness Loose or missing hardware Inspect area under tail rotor shaft fairing T355

Seq. No.	Location	Item and Procedure
4.6	12	Open **TAIL ROTOR DRIVE SHAFT FAIRING** R410
		Interior panels and structure for cracks, corrosion, and cleanliness
		Loose or missing hardware
	13	**NO. 4 TAIL ROTOR DRIVE SHAFT AND COUPLINGS FOR NICKS, DENTS, SCRATCHES, AND SECURITY**
	14	**DRIVE SHAFT HANGER FOR CRACKS AND SECURITY**
	15	**ANTI-FLAIL FOR CONTACT WITH DRIVE SHAFT (INDICATES DRIVE SHAFT MISALINEMENT)**
	16	**TAIL ROTOR CONTROL BELLCRANK AND PUSHROD FOR CRACKS, DISTORTION, SECURITY, AND ALINEMENT**
	17	**TAIL ROTOR DRIVE SHAFT WEAR SLEEVES FOR AXIAL OR RADIAL PLAY AND/OR BROKEN PAINT STRIPE (LOCATED UNDER ANTI-FLAIL AND DAMPER)**
4.7	18	Open **TAIL ROTOR DRIVE SHAFT FAIRING** R475
		Interior for cracks and cleanliness
		Loose or missing hardware
	19	**NO. 5 TAIL ROTOR DRIVE SHAFT AND COUPLINGS, ANTI-FLAIL AND DAMPER FOR NICKS, DENTS, SCRATCHES, AND SECURITY**
	20	**ANTI-FLAIL FOR CONTACT WITH DRIVE SHAFT (INDICATES DRIVE SHAFT MISALINEMENT)**
	21	**TAIL ROTOR CONTROL HORIZONTAL PUSHROD FOR CRACKS, DISTORTION, SECURITY, AND ALINEMENT**
	22	**TAIL ROTOR DRIVE SHAFT WEAR SLEEVES FOR DEBONDING (LOCATED UNDER ANTI-FLAIL AND DAMPER)**

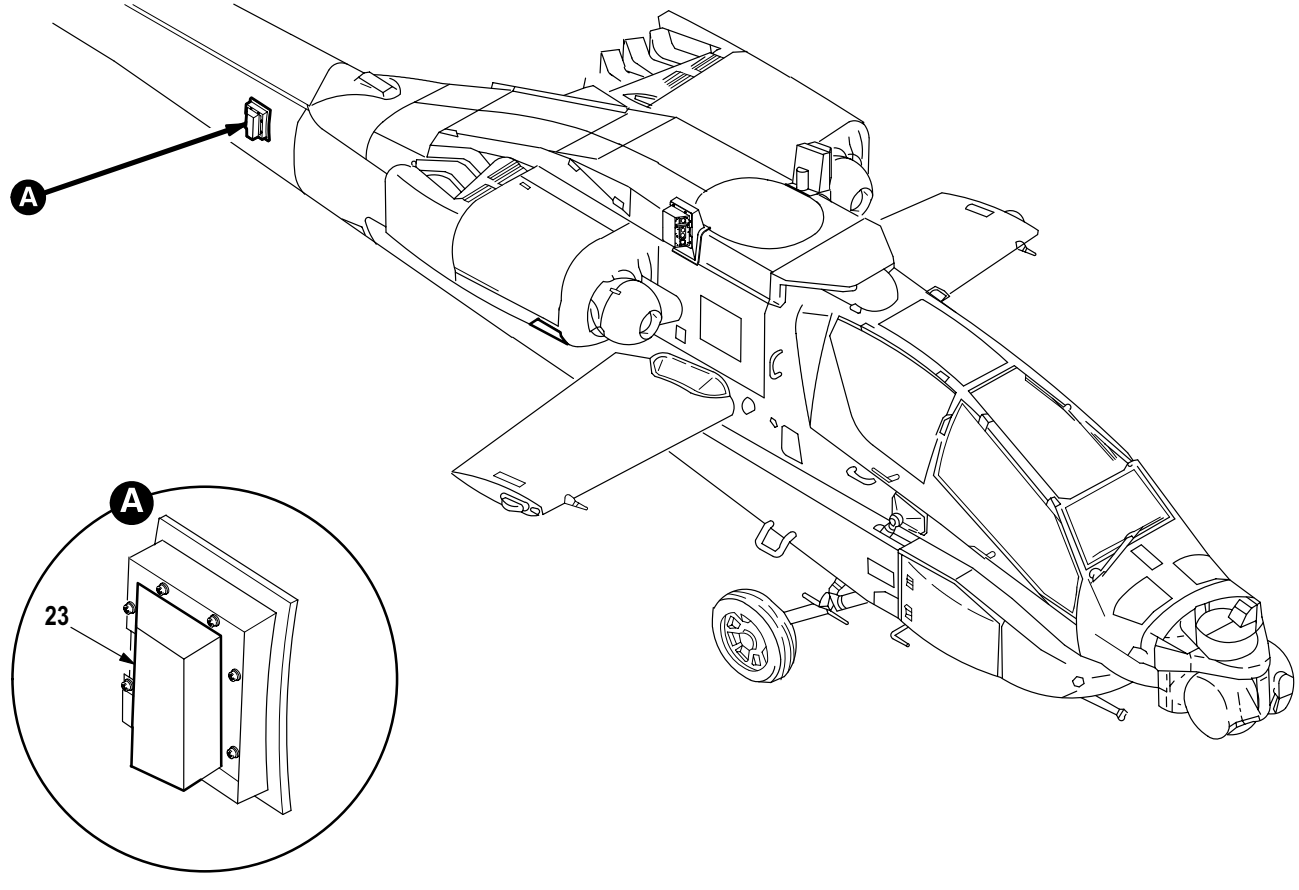

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Figure 5. Inspection Area No. 4 (Sheet 3 of 3)

Seq. No.	Location	Item and Procedure
		CAUTION When handling sensor unit, do not press on sensor window. The glass is fragile and may be scratched, cracked, or broken.
4.8	23	Laser Detecting Sensor (aft) – Right Side Physical damage and mounting security Clean oil, dust, or other deposits from sensor window (TM 11-5841-304-12)

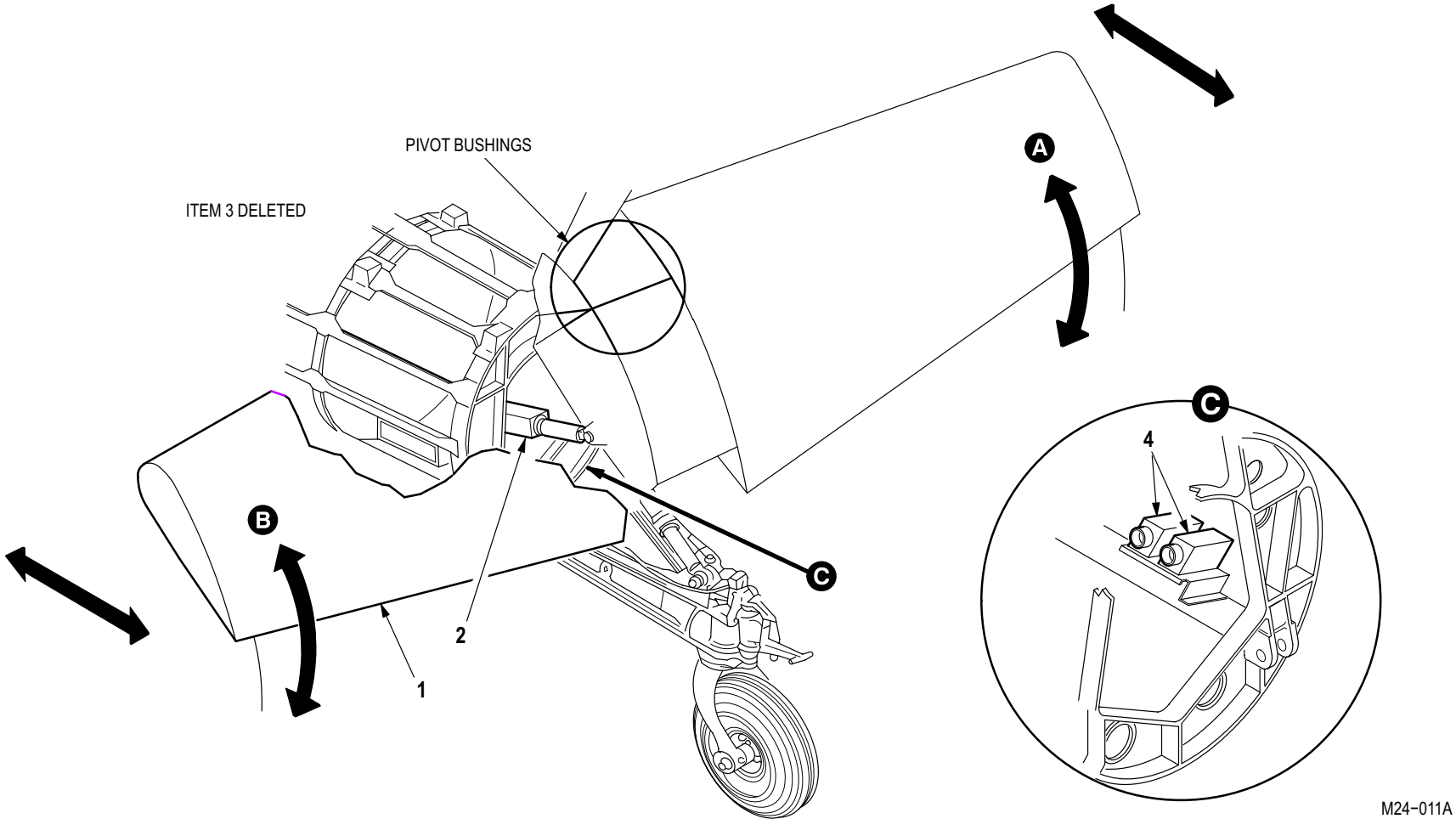

Figure 6. Inspection Area No. 5 (Sheet 1 of 4)

Seq. No.	Location	Item and Procedure
		TAIL SECTION **POWER OFF**
5.1	——	Exterior Surfaces Skin areas for cracks and distortion Loose or missing hardware Access panels and fairings for mounting security Visible wiring for chafing, damaged insulation, and connection security Hydraulic lines for leakage, chafing, and connector security
5.2	1	**HORIZONTAL STABILATOR** **ATTACHMENT AND PIVOT SECURITY** **BOSSES AND PIVOTS FOR CRACKS, DISTORTION, CORROSION, AND CLEANLINESS**
5.3	——	**STABILATOR PIVOT POINTS** **PIVOT BUSHINGS FOR PLAY BY LIGHTLY PULLING UP AND DOWN, FORWARD AND AFT AT POINTS A AND B** **STATIC DISCHARGE FOR EXPOSED WICK**

Seq. No.	Location	Item and Procedure
5.4	2	**STABILATOR ACTUATOR** **CRACKS, DISTORTION, CORROSION, MOUNTING SECURITY, AND LOOSE OR MISSING PARTS** **CLEAN EXPOSED PISTON ROD WITH LUBRICATING OIL** **EXPOSED PISTON ROD, BODY, AND ROD END PIVOTS FOR EVIDENCE OF BINDING**
	3	Deleted
	4	Remove Tailboom Access Cover L545 **TEMPERATURE ALARM CONTROL UNITS FOR SECURITY**

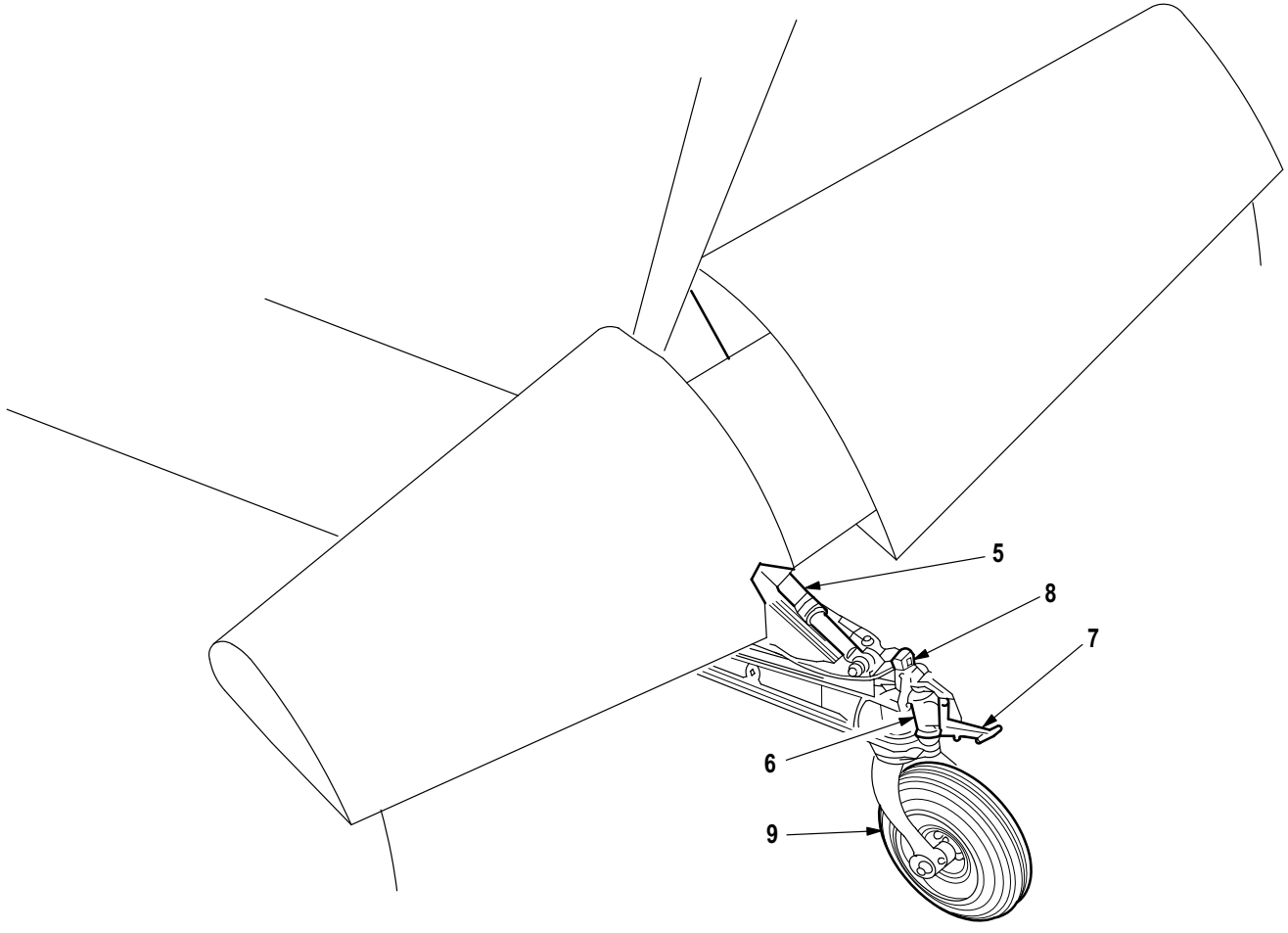

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Figure 6. Inspection Area No. 5 (Sheet 2)

Seq. No.	Location	Item and Procedure
5.5	5	**TAIL LANDING GEAR SHOCK STRUT**
		CRACKS, DISTORTION, CORROSION, AND SECURITY
		FLUID LEAKAGE ON STRUT EXTERIOR
		STRUT INFLATION FOR TAILBOOM GROUND CLEARANCE
		Clean exposed piston rod with lubricating oil (VVL800A)
5.6	6	**TAIL WHEEL LOCK ACTUATOR**
		CRACKS, DISTORTION, CORROSION, AND SECURITY
		FLUID LEAKAGE ON ACTUATOR EXTERIOR
	7	**LOCK LEVER IN UP (LOCKED) POSITION WITH TAIL WHEEL CENTERED**
5.7	8	**TAIL WHEEL LOCK PROXIMITY SWITCH**
		PHYSICAL DAMAGE AND MOUNTING SECURITY
		VISIBLE WIRING FOR CHAFING OR DAMAGED INSULATION AND CONNECTION SECURITY
5.8	9	**TAIL WHEEL**
		CRACKS AND DISTORTION
		TIRE FOR BLISTERS, CUTS, WEAR, AND PROPER INFLATION
		HUB FOR GREASE LEAKAGE
		AXLE NUT FOR SECURITY

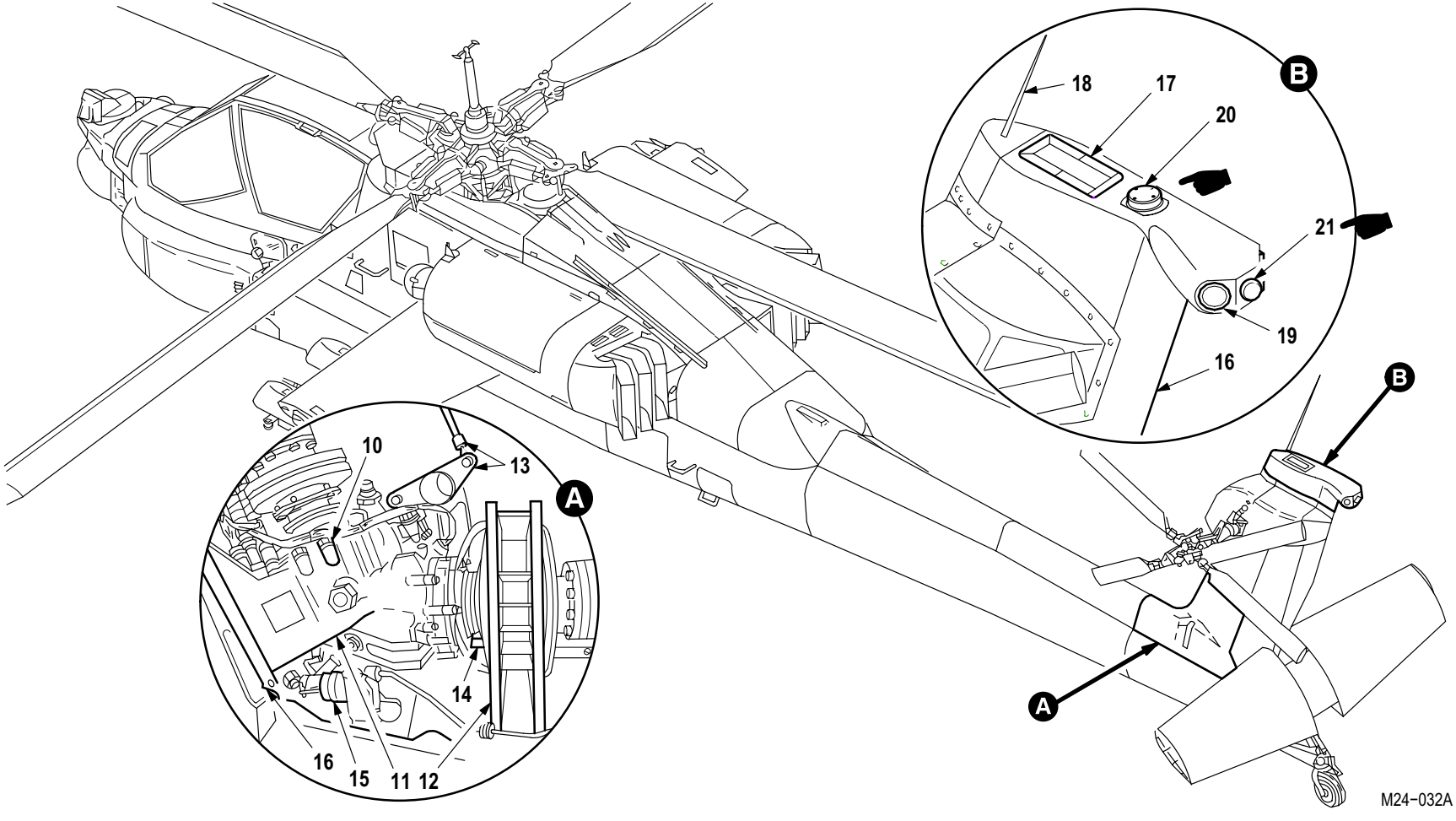

Figure 6. Inspection Area No. 5 (Sheet 3)

Seq. No.	Location	Item and Procedure
5.9	——	**INTERMEDIATE GEARBOX** (Stabilizer fairing R510 and L510 removed)
		CAUTION Do not use tail rotor control pushrods as hand-holds.
		Interior panels and structure for cracks and cleanliness
		Loose or missing hardware
	10	**GEARBOX HOUSING FOR GREASE LEAKAGE AND SECURITY**
		Breather for lubricant buildup
		Electrical connectors for security
		Hydraulic connectors for security (deck and stabilizer base areas)
		Visible wiring for chafing or damaged insulation and connection security
		Hydraulic lines for leakage and chafing
	11	**GEARBOX MOUNTING BASE FOR CRACKS**
	12	**FAN AND SHROUD FOR CRACKS, DISTORTION, AND RUB MARKS**
	13	**TAIL ROTOR CONTROL BELLCRANK, BALANCE WEIGHT AND VERTICAL PUSHROD FOR CRACKS, DISTORTION, SECURITY, AND ALINEMENT**
	14	**HORIZONTAL PUSHROD FOR CRACKS, DISTORTION, AND SECURITY** **PUSHROD END JOINT FOR LOOSENESS (NO MOVEMENT PERMITTED WHEN SHAKEN BY HAND)**
	15	**CONNECTOR P124/J124 FOR SECURITY**

Seq. No.	Location	Item and Procedure
5.10	16	**VERTICAL STABILIZER** **MOUNTING SECURITY** **CHECK STABILIZER ATTACHMENT BOLTS FOR PROPER TORQUE** **BOSSES AND PIVOTS FOR CRACKS, DISTORTION, CORROSION, AND CLEANLINESS** **RIGHT–HAND SIDE OF STABILIZER FOR CRACKED PAINT AROUND PERIMETER AND HEADS OF RIVETS**
	17	**FORMATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY**
	18	VHF FM-AM whip Antenna/Cover Physical damage and mounting security Clean oil, dust, or other deposits from radiating surface
5.11	19	Radar Warning Antennas/Covers Physical damage and mounting security
5.12	20	GPS Antenna, Radar Warning Antennas/Covers Physical damage and mounting security
5.13	21	**NAVIGATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY**

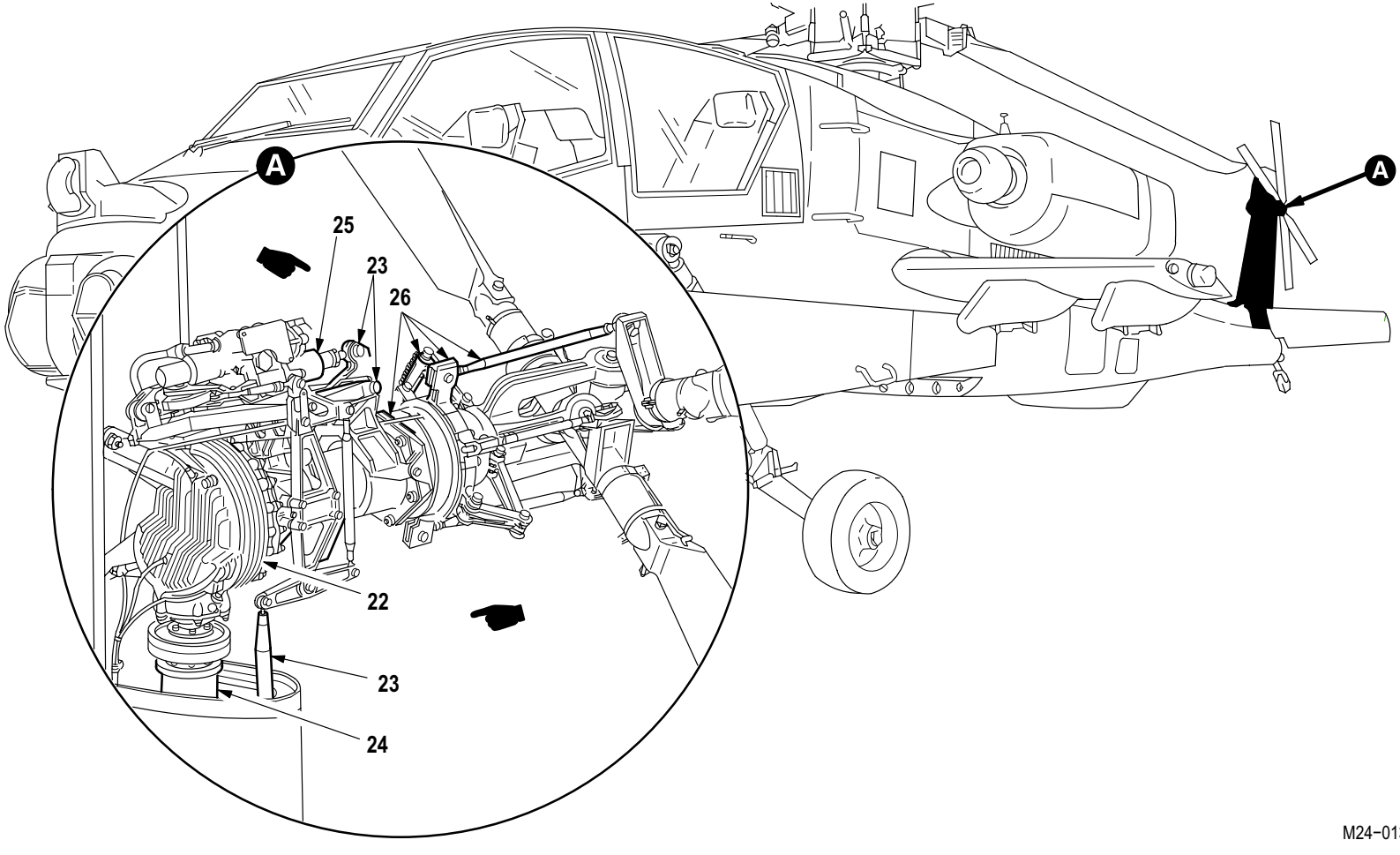

Figure 6. Inspection Area No. 5 (Sheet 4)

Seq. No.	Location	Item and Procedure
5.13	——	**TAIL ROTOR GEARBOX** (stabilizer fairing L540 removed)
		Interior panels and structure for cracks and cleanliness
		Loose or missing hardware
	22	**GEARBOX HOUSING FOR GREASE LEAKAGE AND SECURITY**
		Breather for lubricant buildup
		Electrical connectors for security
		Hydraulic connectors for security (tail rotor control servoactuator)
		Visible wiring for chafing or damaged insulation and connection security
		Hydraulic lines for leakage and chafing
		Check static support mast for serviceability
	23	**TAIL ROTOR CONTROL BELLCRANK, LINKS, AND VERTICAL PUSHROD FOR NICKS, DENTS, SCRATCHES AND SECURITY**
5.14	24	**NO. 6 TAIL ROTOR DRIVE SHAFT AND COUPLINGS**
		CRACKS, DISTORTION, AND SECURITY
5.15	25	**TAIL ROTOR CONTROL SERVOACTUATOR**
		CRACKS, DISTORTION, CORROSION, SECURITY; CLEVIS ASSEMBLY FOR BROKEN/MISSING TORQUE STRIPES
		FLUID LEAKAGE ON SERVOACTUATOR EXTERIOR
		Clean exposed piston rod with hydraulic fluid (MIL-H-83282)

Seq. No.	Location	Item and Procedure
5.16	26	**TAIL ROTOR** **HUBS, BLADES, SWASHPLATES, FORKS, AND LINKS FOR CRACKS, DISTORTION, SECURITY, ALINEMENT; CLEVIS RING FOR CRACKS** **INSPECT -9 AND -13 SWASHPLATES IAW TM 1-1520-238-23-7** **INSPECT -15, -17, -19, AND -901 SWASHPLATES IAW TM 1-1520-238-23-7** **NOTE** Debond will appear as a paint crack or white line extending spanwise along the spar line. Visually inspect the bond line area at the tip extending inboard to and including the finger doublers. The bond line is **3.6 INCHES** aft of the leading edge. If no paint crack or white line is seen, inspection is complete. If paint crack or white line is seen, a debond is presumed. **BLADE STRUCTURE FOR SURFACE DAMAGE OR BONDING SEPARATION** **TAIL ROTOR BLADE TIP CAP FOR CORROSION** **DE-ICING CABLES FOR CHAFING OR DAMAGED INSULATION AND CONNECTION SECURITY** **CAUTION** At temperatures at or below 0 °F (-17 °C), the elastomeric bearings must be warmed up before they can be checked. Warm up the elastomeric bearings by gently teetering the tail rotor blades back and forth until the blades can be flexed to their stops. Do not force the blades to their stop during the bearing warmup procedure. **FORK YOKE ELASTOMERIC BEARINGS FOR SPRINGINESS, SLIPPAGE, AND MOUNTING SECURITY**

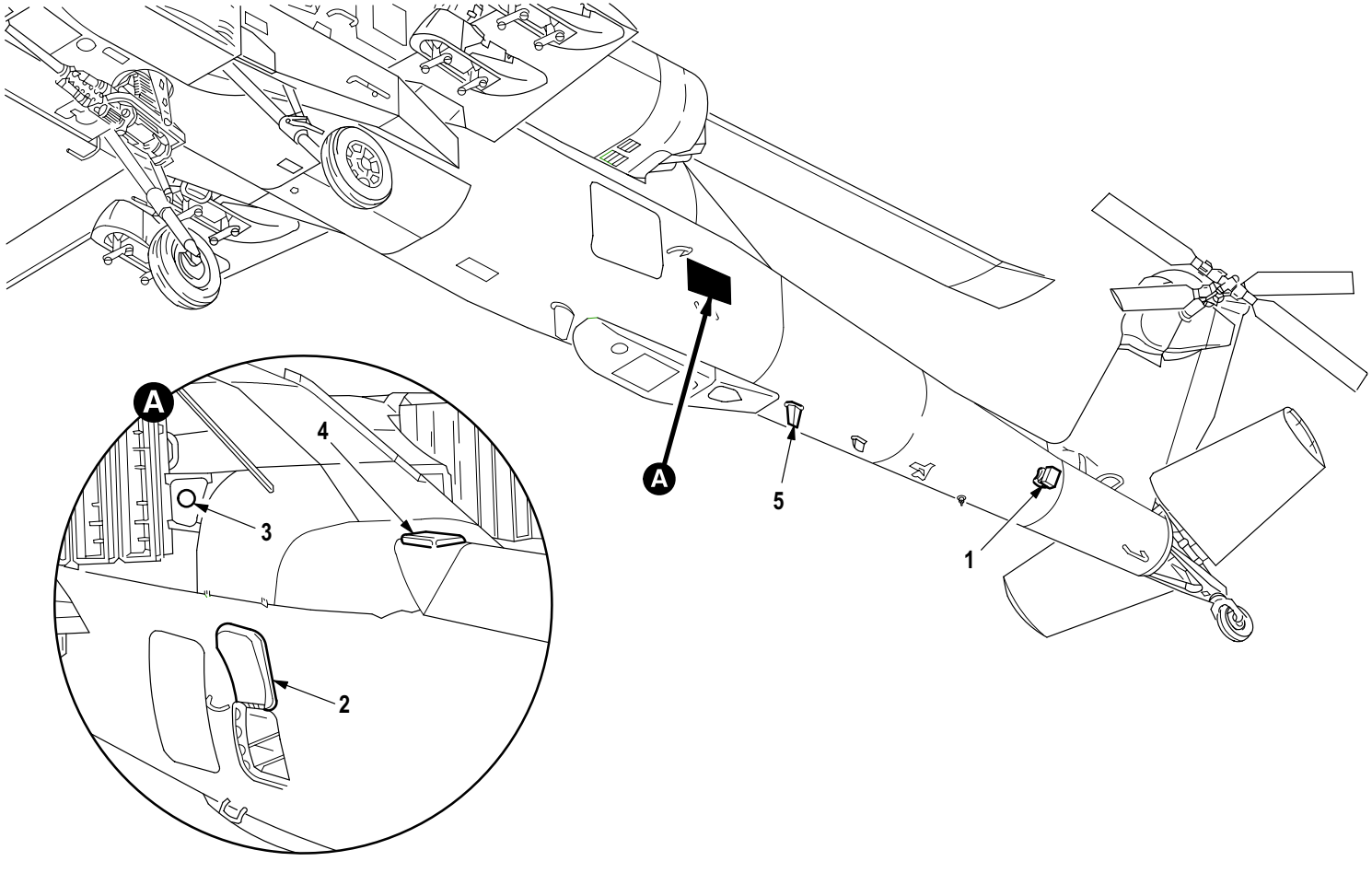

Figure 7. Inspection Area No. 6 (Sheet 1 of 2)

Seq. No.	Location	Item and Procedure
		FUSELAGE – LEFT SIDE AFT **POWER OFF**
6.1	——	Exterior Surfaces Skin areas for cracks and distortion Loose or missing hardware Access panels, doors, and fairings for mounting security
6.2	1	Chaff Dispenser Mounting security, obstructions, and cleanliness
6.3	2	Open Stowage Compartment Door L330 Interior panels for cracks and cleanliness Loose or missing hardware Interior components for physical damage and mounting security
6.4	3	ENCU Exhaust Duct Cracks, distortion, and corrosion Loose or missing hardware Obstructions and cleanliness
6.5	4	**FORMATION LIGHT** **LENS FOR CRACKS AND MOUNTING SECURITY**
6.6	5	UHF L-Band Antenna Physical damage and mounting security Clean any oil, dust, or other deposits from radiating surface

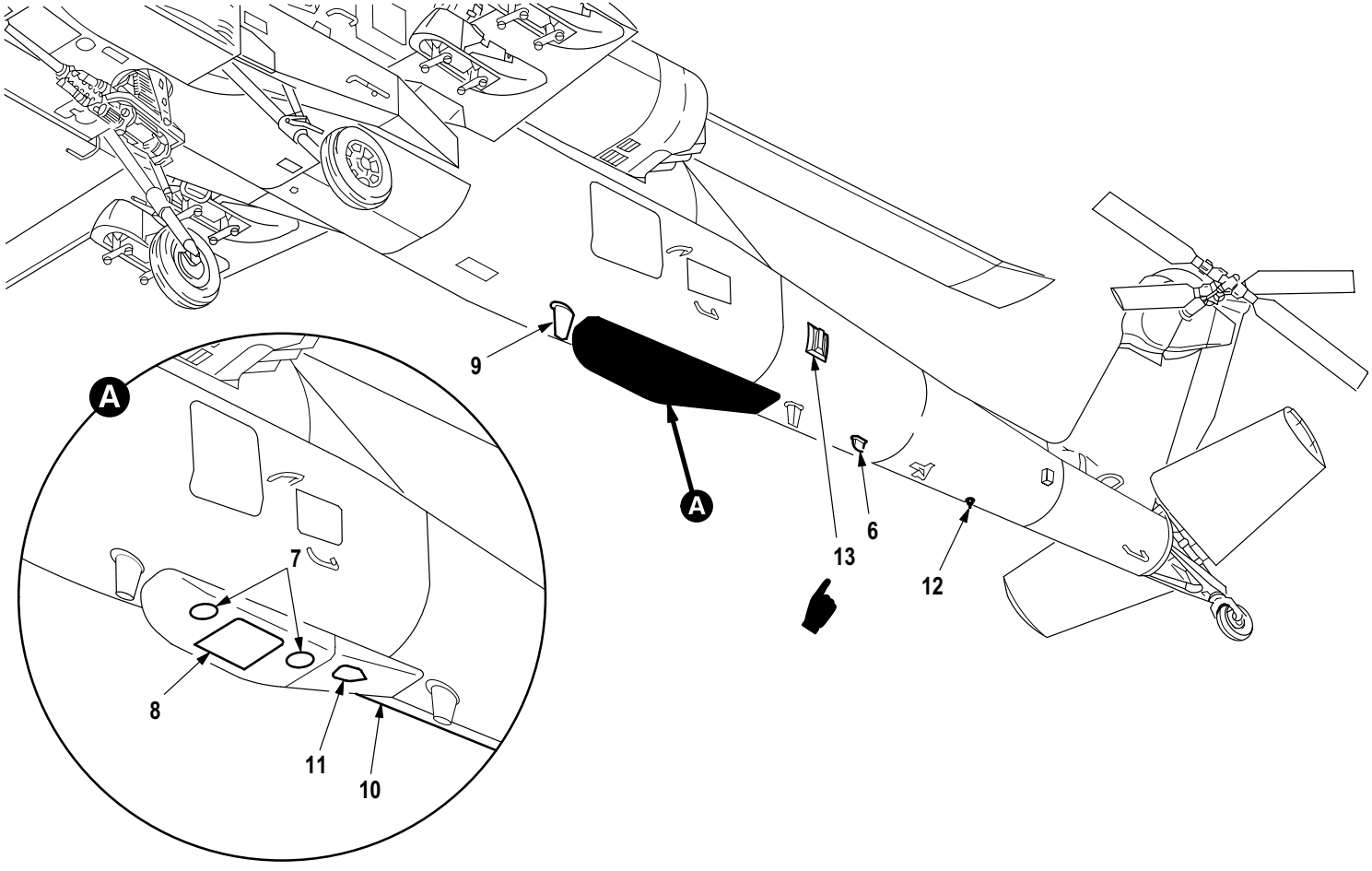

Figure 7. Inspection Area No. 6 (Sheet 2)

Seq. No.	Location	Item and Procedure
6.7	6	Radar Warning Blade Antenna Physical damage and mounting security Clean any oil, dust, or other deposits from radiating surface
6.8	7	Radar Altimeter Antennas Physical damage and mounting security Clean any oil, dust, or other deposits from radiating surface
6.9	8	Doppler Antenna Physical damage and mounting security Clean any oil, dust, or other deposits from radiating surface
6.10	9	VHF Antenna Physical damage and mounting security Clean any oil, dust, or other deposits from radiating surface
6.11	10	ADF Sense Antenna Physical damage and mounting security Clean any oil, dust, or other deposits from radiating surface
6.12	11	ADF Antenna Physical damage and mounting security Clean any oil, dust, or other deposits from radiating surface
6.13	12	IFF Antenna Physical damage and mounting security Clean any oil, dust, or other deposits from radiating surface **CAUTION** When handling sensor unit, do not press on sensor window. The glass is fragile and may be scratched, cracked, or broken.
6.14	13	Laser Detecting Sensor (aft) – Left Side Physical damage and mounting security Clean oil, dust, or other deposits from sensor window (TM 11-5841-304-12)

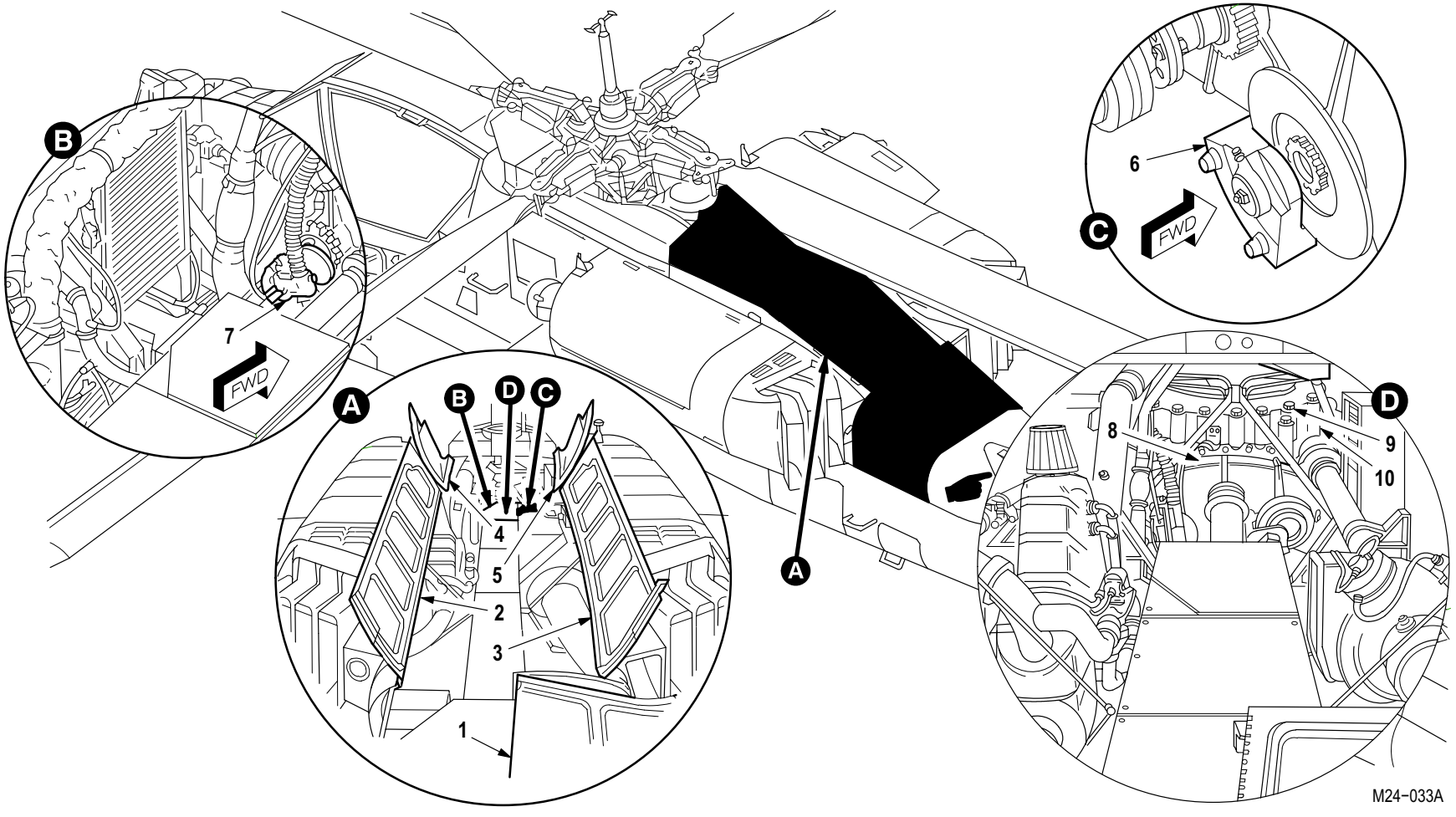

Figure 8. Inspection Area No. 7 (Sheet 1 of 3)

Seq. No.	Location	Item and Procedure
		CATWALK
		POWER OFF
7.1	——	Exterior Surfaces
		Skin areas for cracks and distortion
		Loose or missing hardware
		Access panels, doors, and fairings for mounting security
7.2	1	Open Equipment Bay Step-up Door L325
	2	Open Equipment Bay Access Door T290L
	3	Open Equipment Bay Access Door T290R
	4	Open Equipment Bay Access Door T250L
	5	Open Equipment Bay Access Door T250R
		Interior panels and structure for cracks and cleanliness
		Loose or missing hardware
		Interior components for physical damage and mounting security
		Electrical, hydraulic, fire extinguisher, or lube oil connectors for security
		Visible wiring for chafing or damaged insulation and connection security
		Visible fuel, hydraulic, and lube oil lines for leakage and chafing
		Area for fluid or dirt that has accumulated in sufficient quantity to form pools, puddles, or excessive deposits

Seq. No.	Location	Item and Procedure
7.3	——	Main Transmission Deck
	6	Rotor brake disc and actuator for cracks or looseness
		Brake disc for grooving or scoring
		Brake actuator for fluid leakage
		Brake pads for wear indications
	7	**SHAFT-DRIVEN COMPRESSOR HOUSING FOR CRACKS AND PHYSICALLY CHECK MOUNTING SECURITY**
		COMPRESSOR HOUSING FOR LUBE OIL LEAKAGE
		COMPRESSOR HOUSING FOR EVIDENCE OF OVERHEATING
		AIR TUBES, HOSES AND DUCTS FOR KINKING, TWISTS, HOLES, CRACKS, BUCKLING, PROPER ROUTING, AND SECURITY
	8	Accessory gearcase cover for lube oil leakage
	9	Transmission cover for lube oil leakage
	10	Transmission housing for lube oil leakage

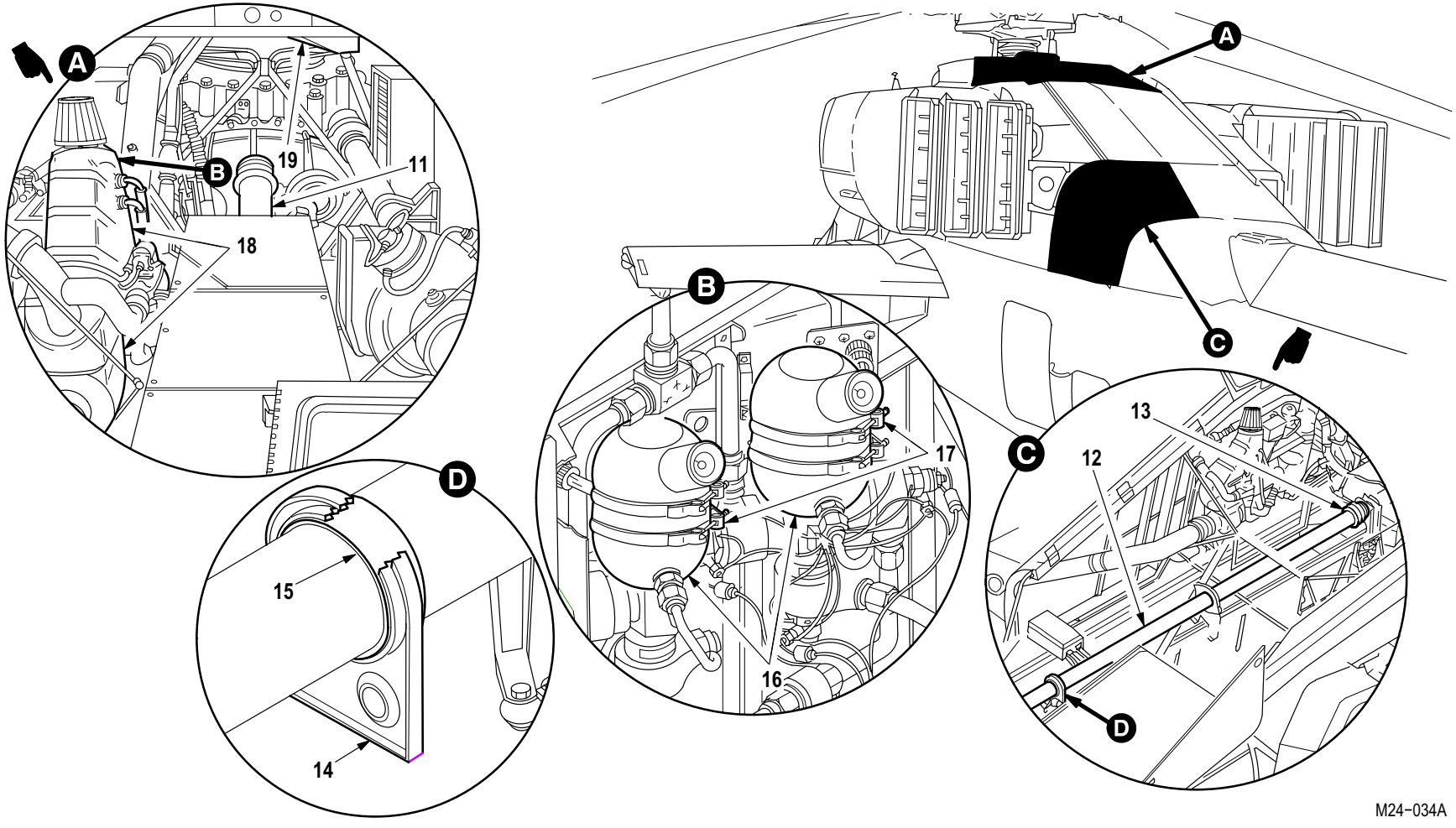

Figure 8. Inspection Area No. 7 (Sheet 2)

Seq. No.	Location	Item and Procedure
7.4	11	**NO. 3 TAIL ROTOR DRIVE SHAFT AND COUPLINGS (CATWALK FORWARD SECTION FOLDED)**
		NICKS, DENTS, SCRATCHES, AND SECURITY
	12	**NO. 4 TAIL ROTOR DRIVE SHAFT AND COUPLINGS, ANTI-FLAIL AND DAMPER FOR NICKS, DENTS, SCRATCHES, AND SECURITY.** Use flashlight and mirror
	13	**DRIVE SHAFT HANGER FOR CRACKS AND SECURITY**
	14	**ANTI-FLAIL FOR CONTACT WITH DRIVE SHAFT (INDICATES DRIVE SHAFT MISALINEMENT)**
	15	**TAIL ROTOR DRIVE SHAFT WEAR SLEEVES FOR AXIAL OR RADIAL PLAY AND/OR BROKEN PAINT STRIPE (LOCATED UNDER ANTI-FLAIL AND DAMPER)**
7.5	16	**FIRE EXTINGUISHER CONTAINERS – CHECK CHARGE CONDITION**
	17	**CLAMPS AND BRACKETS FOR MOUNTING SECURITY**
7.6	18	Environmental Control Unit
		Housings for cracks and mounting security
		Air tubes and ducts for holes, cracks, buckling, and security
		Filter for damage and cleanliness
		Check heat exchanger for dirt or debris. Clean as necessary.
7.7	19	**SDC COMPRESSOR INLET AIR PARTICLE SEPARATOR**
		TOP SURFACE FOR CLEANLINESS
		CHECK INLET SURFACE FOR BUILDUP OF DIRT, DEBRIS, AND OIL FILM. IF UNABLE TO CLEAN, REMOVE PARTICLE SEPARATOR AND WASH. USE FLASHLIGHT AND MIRROR
		DAMAGED INLET GRID
		MOUNTING SECURITY
		FILTER FOR DAMAGE AND CLEANLINESS

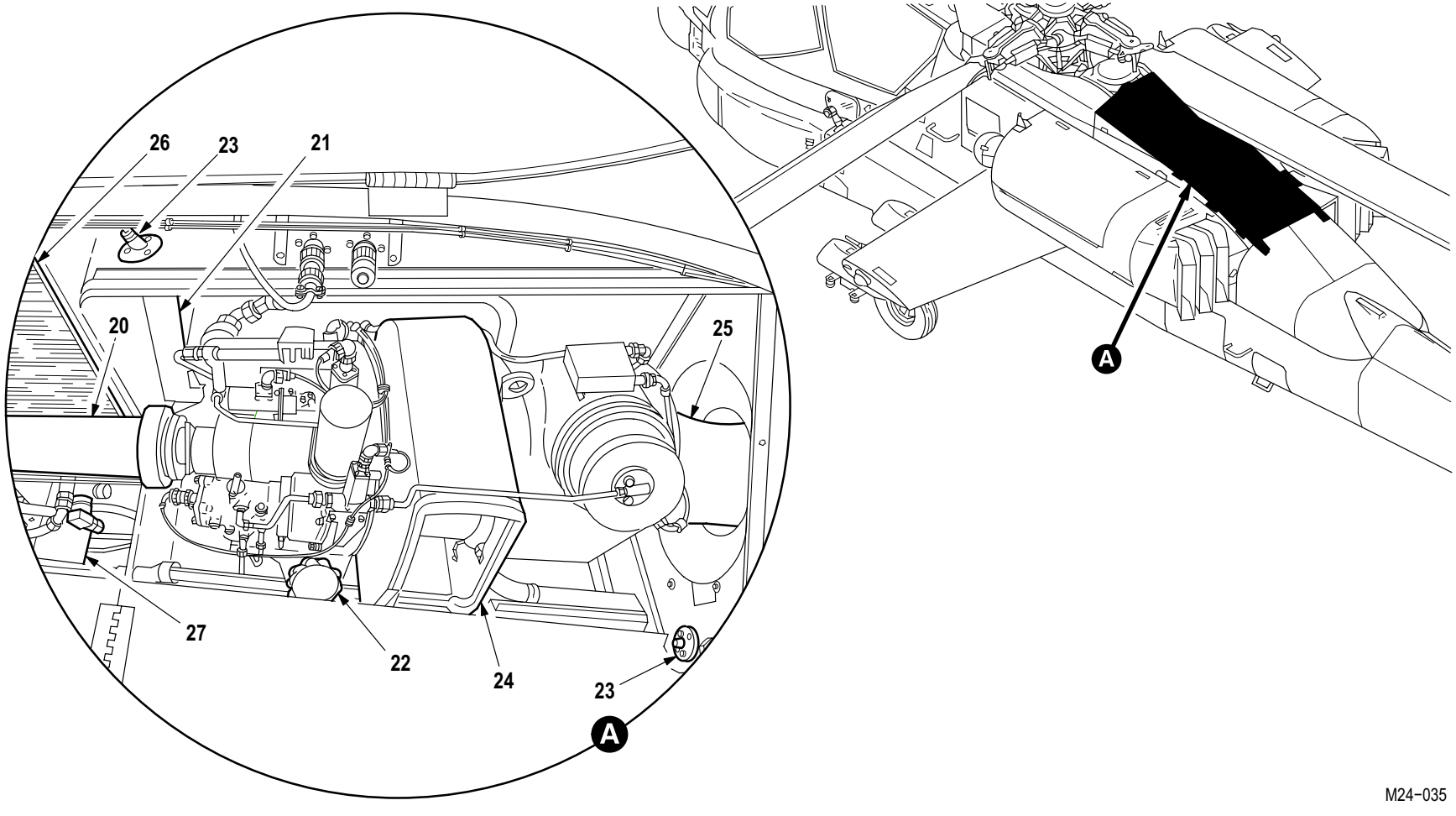

Figure 8. Inspection Area No. 7 (Sheet 3)

Seq. No.	Location	Item and Procedure
7.8	20	**NO. 7 APU DRIVE SHAFT, COUPLINGS, AND ANTI-FLAIL** **NICKS, DENTS, SCRATCHES, AND SECURITY**
7.9	——	**AUXILIARY POWER UNIT** (enclosure panel removed)
	21	Interior panels and structure for cracks and cleanliness
		Loose or missing hardware
		APU components for physical damage, leakage, and mounting security
		APU fuel solenoid valve for gap at coil assembly and deformed/damaged cover assembly
		Fuel and hydraulic starter lines for leakage, chafing, and security
	22	Lube oil filler cap for leakage and full closure
	23	**FIRE DETECTION SENSORS FOR DAMAGED LENS AND MOUNTING SECURITY**
		Clean lenses with tissue
		Visible wiring for chafing or damaged insulation and connection security
	24	Air inlet for obstructions, cleanliness, and mounting security
	25	Exhaust duct for cracks, distortion, and mounting security
7.10	26	Main Transmission Oil Coolers (both sides of helicopter)
		Obstructions and cleanliness
		Damaged tubes and cooling fins
		Oil leakage
		Mounting security

Seq. No.	Location	Item and Procedure
7.11	27	Hydraulic Fluid Heat Exchangers (both sides of helicopter) Obstructions and cleanliness Damaged tubes and cooling fins Hydraulic fluid leakage Mounting security **NOTE** Inspect area 8 from catwalk before closing equipment bay doors

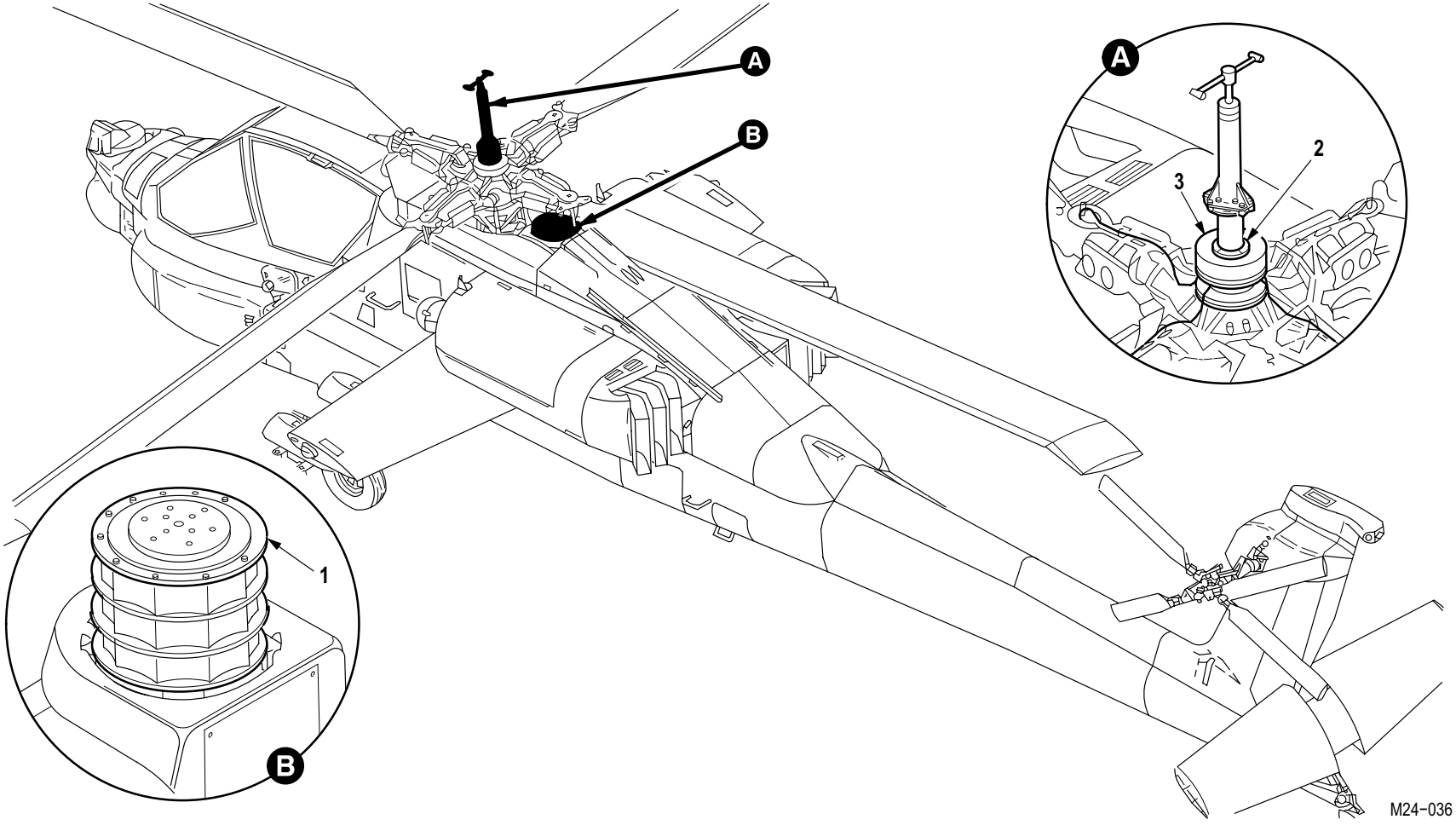

Figure 9. Inspection Area No. 8 (Sheet 1 of 2)

Seq. No.	Location	Item and Procedure
		MAIN ROTOR MAST **POWER OFF** **WARNING** **The IR jammer will be dangerously hot following flight operation.**
8.1	1	IR Jammer Physical damage and mounting security
8.2	2	Air Data Sensor Distortion, corrosion, and mounting security Upper adapter for cracks
8.3	3	**DEICING DISTRIBUTOR** **DISTORTION, CRACKS, CORROSION, AND MOUNTING SECURITY** **DEICING CABLES FOR CHAFING OR DAMAGED INSULATION AND CONNECTION SECURITY**

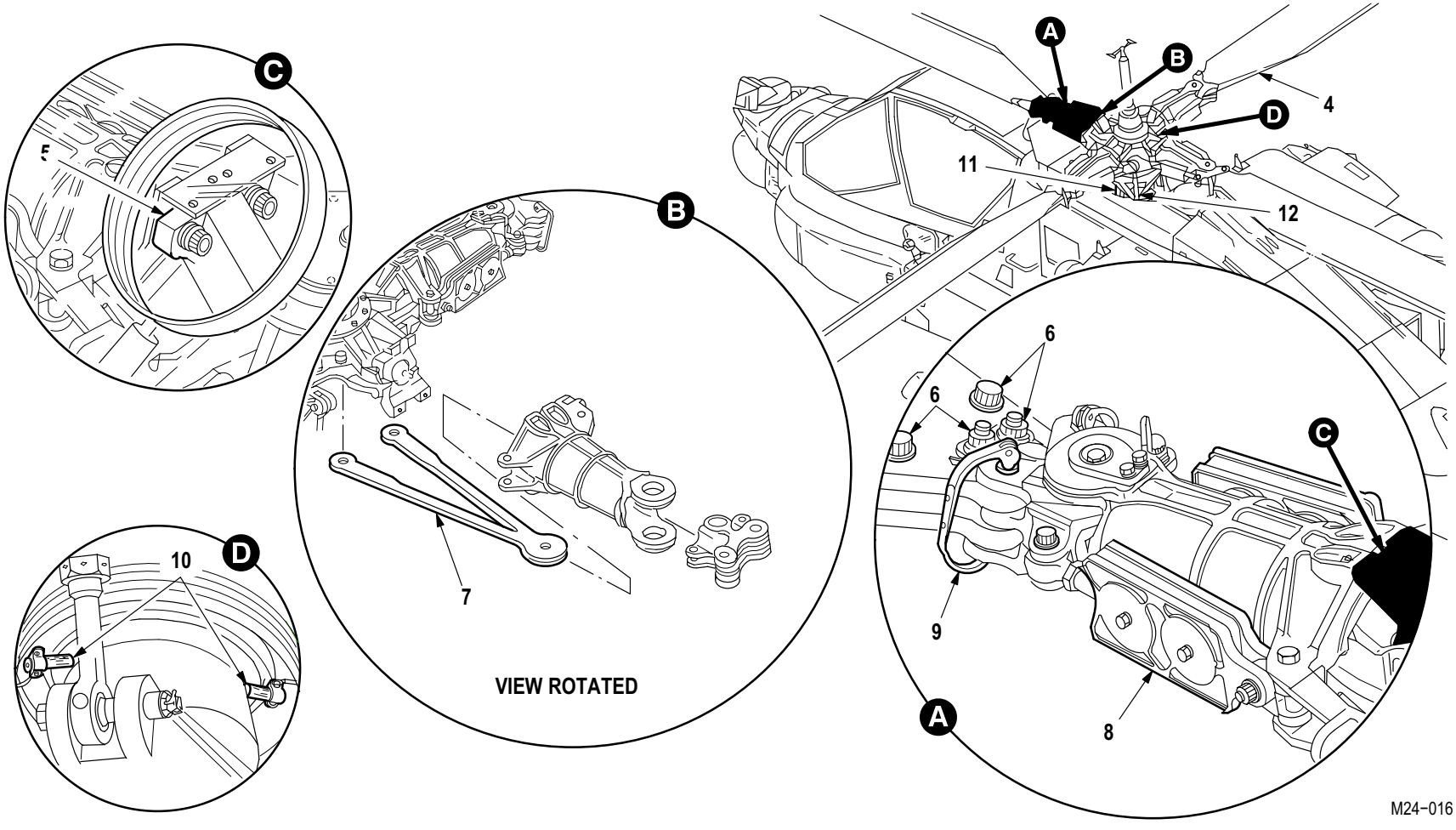

Figure 9. Inspection Area No. 8 (Sheet 2)

Seq. No.	Location	Item and Procedure
8.4	4	**MAIN ROTOR** **HEAD AND LINKS FOR CRACKS, DISTORTION, SECURITY, AND ALINEMENT** **BLADE STRUCTURE FOR CRACKS, SURFACE DAMAGE OR BONDING SEPARATION** **LOOSE OR MISSING HARDWARE**
	5	**BLADE FEATHERING BEARING HOUSINGS – (4 HOUSINGS)** **ATTACH HOLES FOR CRACKS** **TOP AND BOTTOM WEBS FOR CRACKS**. Use 10 power magnifier
		DEICING CABLES FOR CHAFING OR DAMAGED INSULATION AND CONNECTION SECURITY
	6	**BLADE ROOT UPPER AND LOWER BOLT BUSHINGS FOR CRACKS – (8 BUSHINGS EACH BLADE)**
	7	**ROTOR HUB STRAP PACKS FOR CRACKED, BUCKLED, BROKEN, OR HORIZONTAL DISPLACEMENT – CHECK INBOARD AND OUTBOARD ENDS OF 4 STRAP PACKS**
	8	**DAMPERS FOR CRACKS, SECURITY, AND ALINEMENT**
	9	**BLADE ATTACH PINS FOR LOCKED POSITIONS (HANDLES CLIPPED DOWN) – (8 ATTACH PINS)**
	10	**STATIC GROUND BRUSH ASSEMBLIES FOR EVIDENCE OF EVEN CONTACT WITH THE HUB LINER LOWER FLANGE**
8.5	11	**UPPER CONTROLS (MIXER)** **SWASHPLATES, LINKS, AND BELLCRANKS FOR CRACKS, DISTORTION, SECURITY, ALINEMENT, AND** **LOOSE OR MISSING HARDWARE. SWASHPLATE SEAL AREA FOR EVIDENCE OF GREASE LEAKAGE. SWASHPLATE PITCH CHANGE LINK RODS FOR WEAR OR CHAFING AND SLIDER BEARINGS THAT HAVE CHROMIUM OXIDE-COATED (DARK BROWN) SPHERICAL BALLS FOR FLAKING.**
8.6	12	**MAST** **PHYSICAL DAMAGE AND SECURITY** **LOOSE OR MISSING BASE FLANGE NUTS OR WASHERS** **BASE FLANGE FOR CRACKS – IMPORTANT: DETAIL CHECK ALL 18 BOLT HOLES**

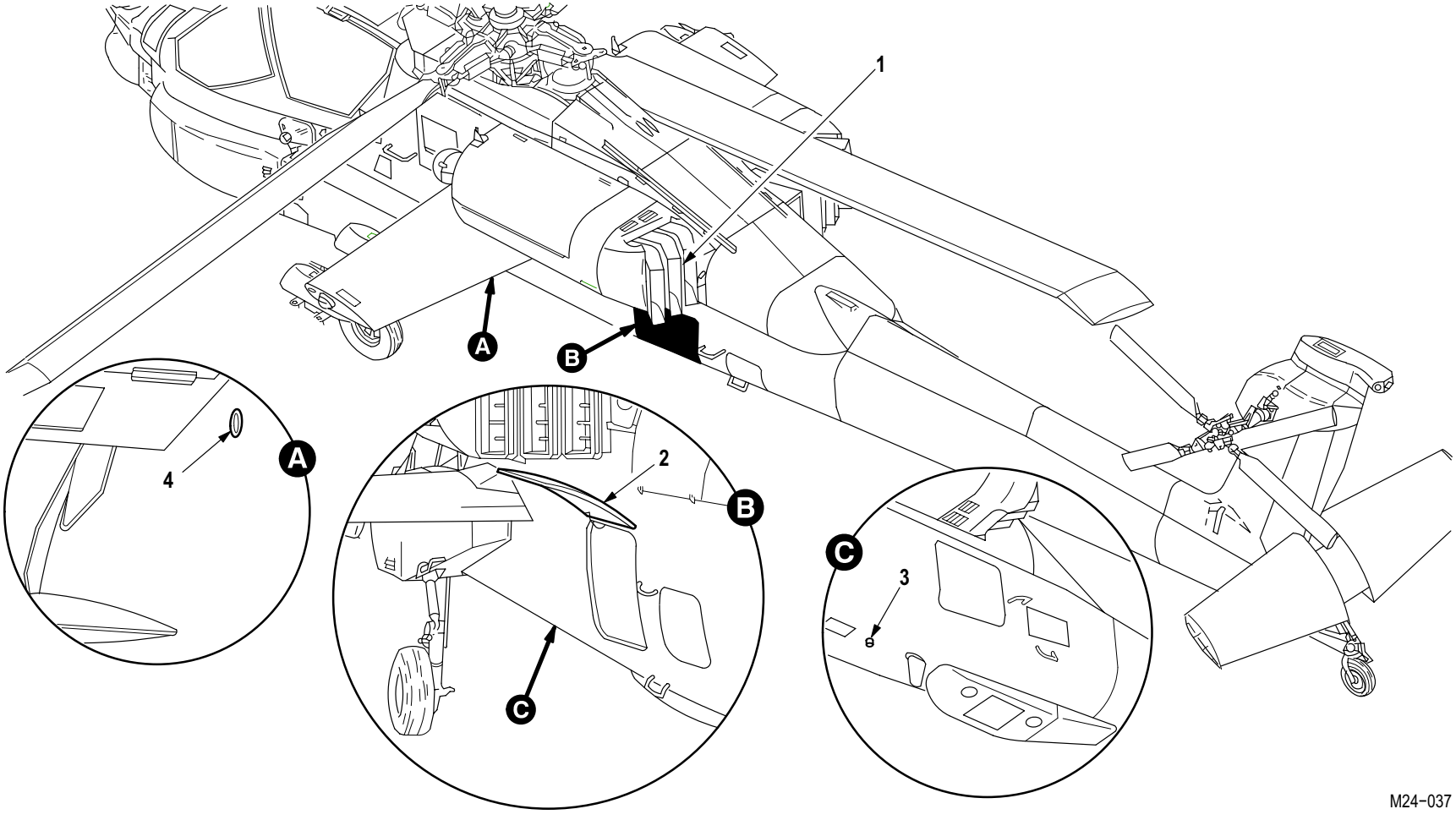

Figure 10. Inspection Area No. 9 (Sheet 1 of 2)

Seq. No.	Location	Item and Procedure
		ENGINE NACELLE – LEFT **POWER OFF**
9.1	——	Exterior Surfaces Skin areas for cracks and distortion Loose or missing hardware Access panels, doors, and fairing for mounting security
9.2	1	IR Suppressor and Exhaust Nozzles Cracks, distortion, corrosion, and mounting security Loose or missing hardware Obstructions and cleanliness Check secondary exhaust nozzle gasket for deformation or not fully seated against secondary nozzle frame
9.3	2	Open Electronics Equipment Access Door L295 Interior panels for cracks and cleanliness Loose or missing hardware Interior components for physical damage and mounting security Electrical connectors for security Maintenance and inspection light for proper stowage
9.4	3	**AFT FUEL VENT AND LIGHTNING ARRESTOR** **OBSTRUCTIONS AND CLEANLINESS**
9.5	4	**FIRE EXTINGUISHER DISCHARGE DISC** **BLOW-OUT INDICATION**

“FOD REMINDER”
Check work area for tools and parts after completion of maintenance and inspection

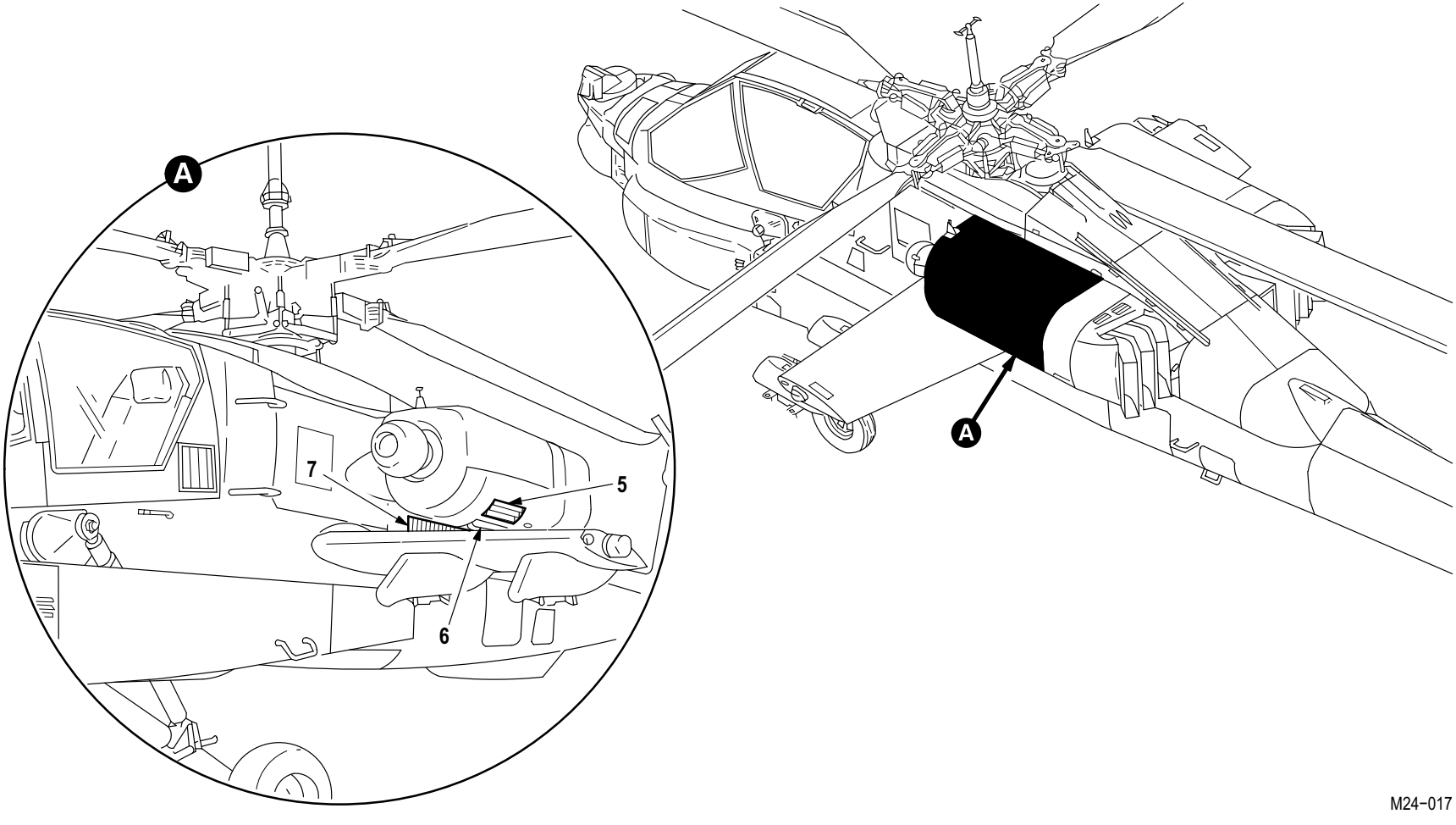

Figure 10. Inspection Area No. 9 (Sheet 2)

Seq. No.	Location	Item and Procedure
9.6	5	Engine Access and Vent Door LN4 Interior for cracks and cleanliness Loose or missing hardware Fire doors can be opened Cooling doors are open Cooling door actuator for damaged lines and security Engine mount studs for cracks (secondary mounts free) Drain lines for obstructions and security Electronic Control Unit (ECU) connections for cleanliness and security
9.7	6	Engine Door LN3 Interior for cracks and cleanliness Loose or missing hardware Customer service line for clamping security
9.8	7	Heat Exchanger Louvers Obstructions and cleanliness

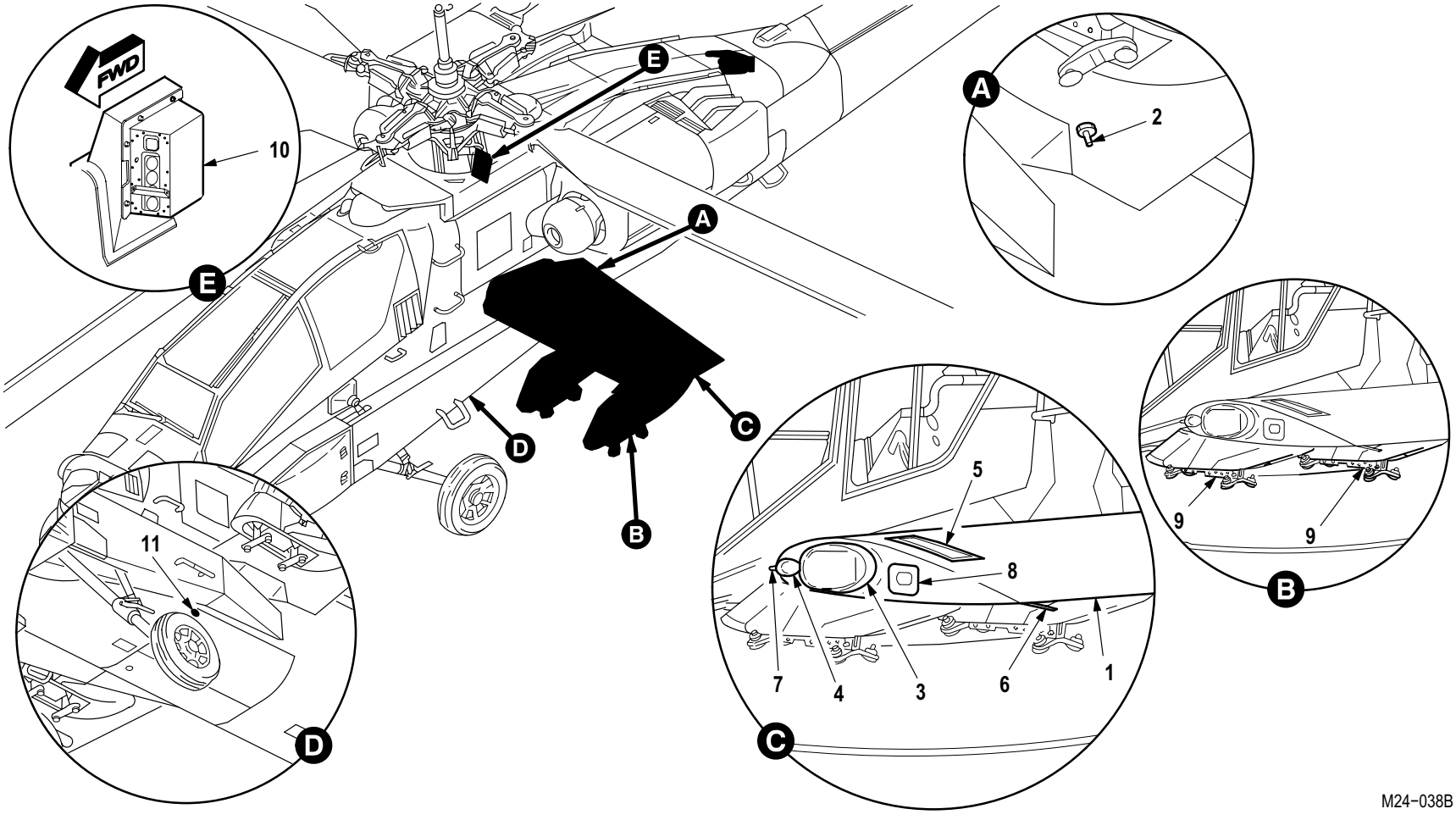

Figure 11. Inspection Area No. 10 (Sheet 1 of 4)

Seq. No.	Location	Item and Procedure
		FUSELAGE – LEFT SIDE CENTER
		POWER OFF
10.1	——	Exterior Surfaces
		Skin areas for cracks and distortion
		Loose or missing hardware
		Access panels, doors, and fairings for mounting security
10.2	1	**WING**
		CRACKS, DISTORTION, CORROSION, AND MOUNTING SECURITY
		LOOSE OR MISSING HARDWARE
	2	**PITOT DRAIN EXTERNAL FITTING FOR OBSTRUCTION AND DAMAGE**
		DRAIN AND CHECK FOR MOISTURE
	3	**ANTICOLLISION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY**
	4	**NAVIGATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY**
	5	**FORMATION LIGHT LENS FOR CRACKS AND MOUNTING SECURITY**
	6	**STATIC DISCHARGERS FOR EXPOSED WICK**
	7	**PITOT TUBE FOR OBSTRUCTIONS, CLEANLINESS, AND DAMAGE**
	8	Intercommunication connector cap installed

Seq. No.	Location	Item and Procedure
10.3	9	**PYLONS (EXTERNAL STORES)** **NOTE** Use 10-power magnifying lens to check yoke and rack in pivot pin area. **CRACKS, DISTORTION, CORROSION, AND MOUNTING SECURITY** Visible wiring for chafing or damaged insulation and connection security Hydraulic lines for leakage, chafing, and connector security **SAFETY PINS AND STREAMERS INSTALLED** **IF STORES NOT MOUNTED, CHECK UMBILICAL STOWAGE INSIDE PYLON LEADING EDGE FAIRING** **CAUTION** When handling sensor unit, do not press on sensor window. The glass is fragile and may be scratched, cracked, or broken.
10.4	10	Laser Detecting Sensor (forward) – Left Side Physical damage and mounting security Clean oil, dust, or other deposits from sensor window (TM 11-5841-304-12)
10.5	11	**FORWARD FUEL VENT AND LIGHTNING ARRESTOR** **OBSTRUCTIONS AND CLEANLINESS** **LIGHTNING ARRESTOR PACKING FOR DAMAGE AND SECURITY**

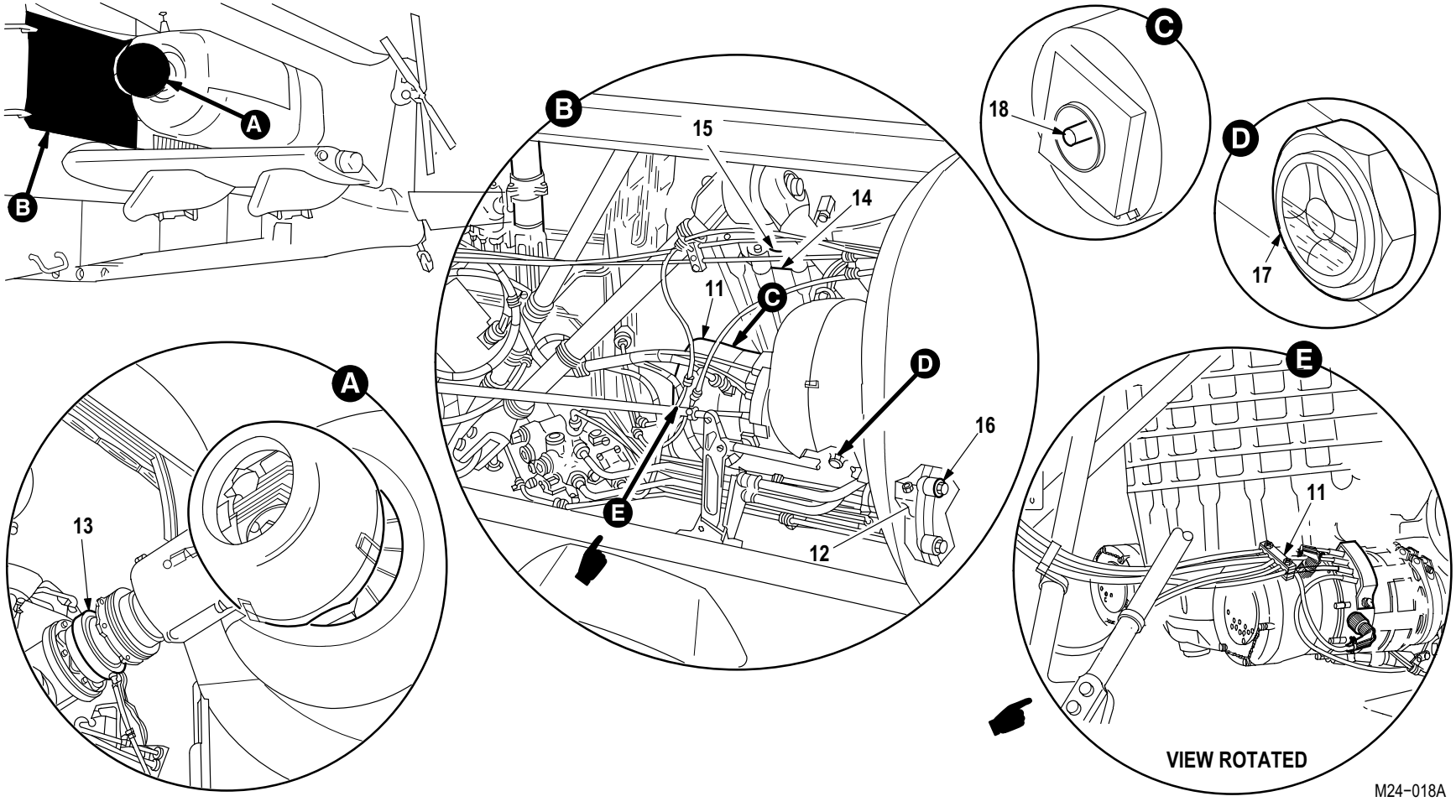

Figure 11. Inspection Area No. 10 (Sheet 2)

Seq. No.	Location	Item and Procedure
10.6	——	Main Transmission Deck (panel L200 removed)
		CAUTION Do not use tail rotor control push–pull tubes as hand-holds.
		Interior panels and structure for cracks, distortion, and cleanliness
		Loose or missing hardware
		Interior components for physical damage and mounting security
	12	Generator for mounting security, power feeder for missing chafe protection, chafing, damaged insulation, proper routing, clamp and connection security
		Generator aft electrical lead clamp block for security and routing of leads
	13	Hydraulic pump for leakage and mounting security
	14	**VISUALLY INSPECT WITH MIRROR NO. 1 NOSE GEARBOX DRIVE SHAFT AND COUPLINGS FOR NICKS, DENTS, SCRATCHES, AND SECURITY**
	15	Transmission housing for lube oil leakage and all hoses for condition (TM 1-1500-204-23)
	16	Transmission cover, flange bolt hole bosses and flange web areas for evidence of cracks or oil leakage
	17	Accessory gearcase cover for lube oil leakage
	18	**TRANSMISSION LUBE OIL LEVEL SIGHT GAGE FOR PROPER LEVEL INDICATION**
		Fluid level indications on transmission left and right (Sequence 2.8 Location 14) sight gages must be averaged to derive proper oil level indication
	19	Transmission lube oil filter bypass indicator for popped button (dirty filter)

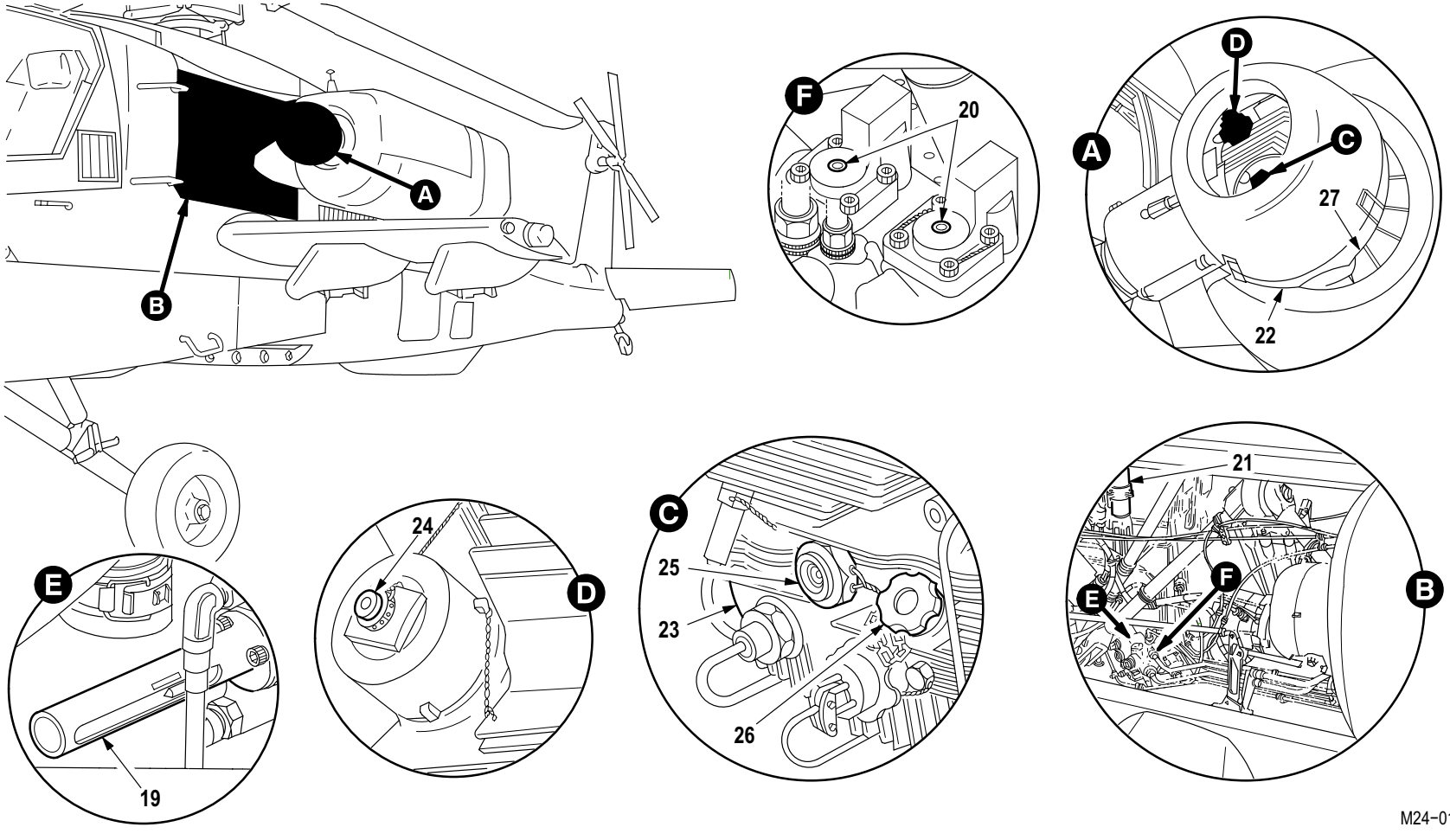

Figure 11. Inspection Area No. 10 (Sheet 3)

Seq. No.	Location	Item and Procedure
	20	**PRIMARY HYDRAULIC MANIFOLD SIGHT GAGE FOR PROPER LEVEL INDICATION**
	21	Primary hydraulic filter bypass indicators for popped buttons (dirty filter)
	22	**LATERAL FLIGHT CONTROL SERVOACTUATOR** **CRACKS, DISTORTION, CORROSION, MOUNTING SECURITY, AND LOOSE OR MISSING PARTS** **FLUID LEAKAGE ON SERVOACTUATOR EXTERIOR** Clean exposed piston rod with hydraulic fluid (MIL-H-83282) Visible wiring for chafing or damaged insulation and connection security Hydraulic and lube oil lines for leakage, chafing, and connector security Visible flex cables for kinking, proper routing, and clamping security
10.7	23	**NOSE GEARBOX** Fairing for cracks, cleanliness, and for loose or missing hardware **(CHECK FOR POSSIBLE ENGINE FOD)**
	24	Gearbox housing for lube oil leakage
	25	Lube oil filter bypass indicator for popped button (dirty filter)
	26	**LUBE OIL LEVEL SIGHT GAGE FOR PROPER LEVEL INDICATION**
	27	Oil filler cap for leakage and full closure
10.8	28	**ENGINE AIR INLET** **OBSTRUCTIONS AND CLEANLINESS**

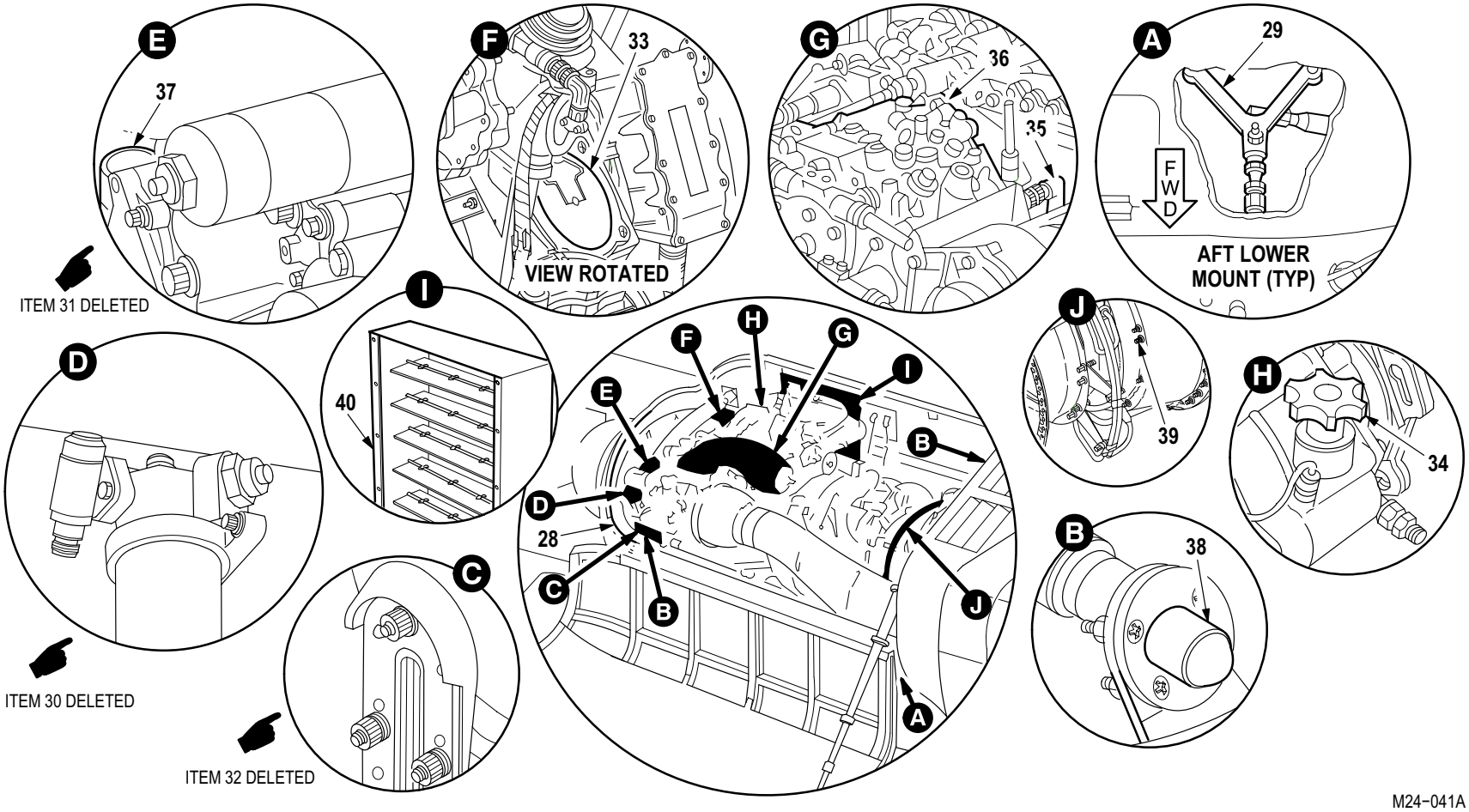

Figure 11. Inspection Area No. 10 (Sheet 4)

Seq. No.	Location	Item and Procedure
10.9	——	**ENGINE** (work platform door LN1 opened)
	29	Interior panels and structure for cracks, distortion, and cleanliness
		Loose or missing hardware
		Engine components for physical damage and mounting security
		Power turbine, combustion chamber, compressor housing, exhaust nozzles, and IR suppressors for cracks, dents, and burned or buckled areas
		FUEL AND LUBE OIL LINES FOR LEAKAGE AND CHAFING
		Visible flex cables for kinking, proper routing, and clamping security
	30	**ENGINE MOUNTS, PINS, AND BUSHINGS FOR CRACKS AND SECURITY**
	31	Deleted
	32	Deleted
	33	Deleted
	34	Engine lube oil filler cap for leakage and full closure
	35	Starter lube oil filler for proper oil level (to lip of filler neck), and for leakage and full cap closure
	36	Overspeed and drain valve for leakage and connection security
	37	Hydromechanical control unit (HMU) for leakage and connection security
	38	Boost pump for leakage and connection security
	39	**FIRE DETECTION SENSORS FOR DAMAGED LENS AND MOUNTING SECURITY**
		Clean lenses with tissue
		Visible wiring for chafing or damaged insulation and connection security
	40	Engine turbine case for loose or broken third stage nozzle bolts
		Perform engine THIR inspection (TM 55-2840-248-23)
	41	Engine cooling louvers for missing, flaked, or chipped paint

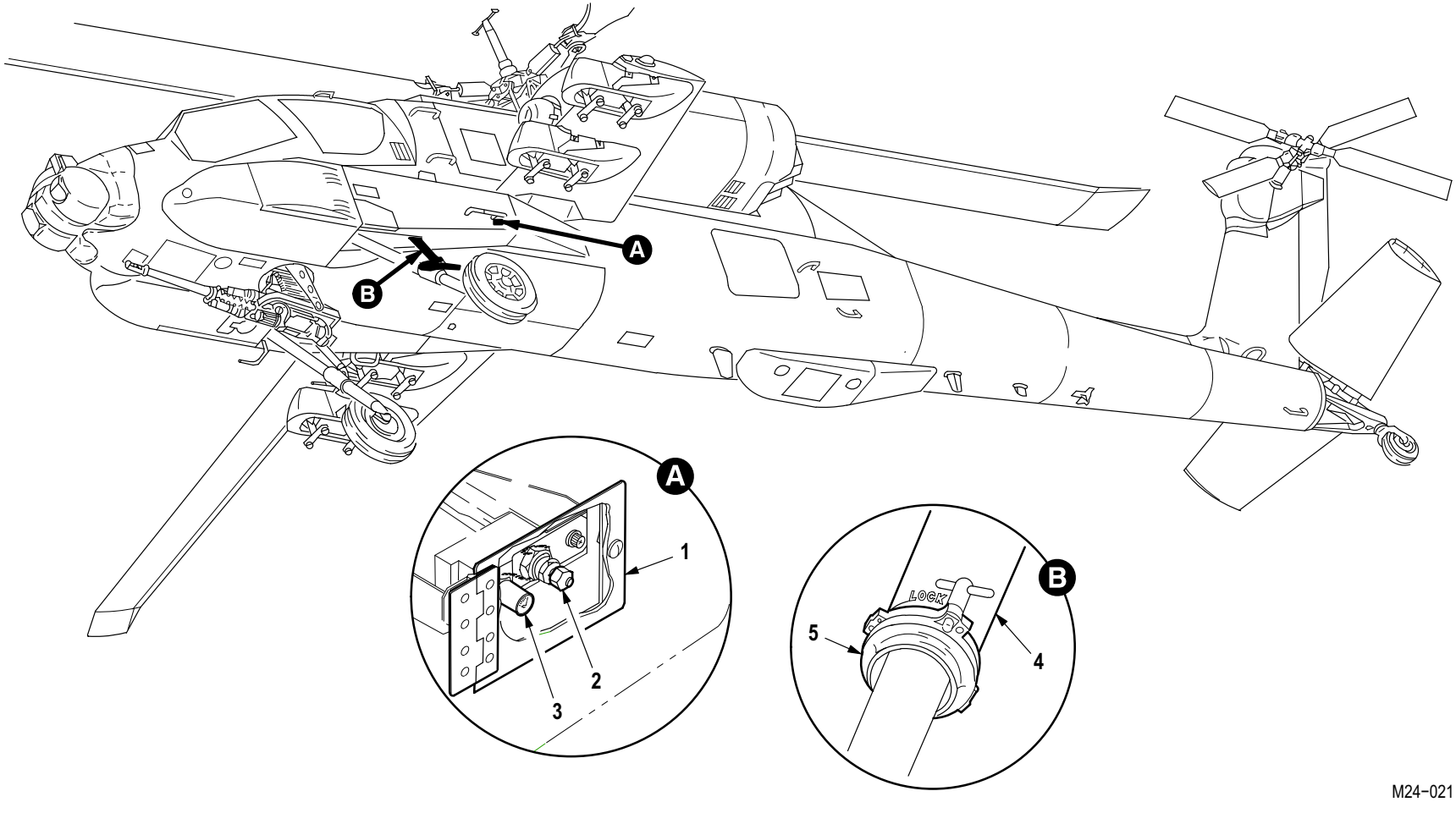

Figure 12. Inspection Area No. 11 (Sheet 1 of 3)

Seq. No.	Location	Item and Procedure
		FUSELAGE – LEFT SIDE FORWARD
		POWER OFF
11.1	——	Exterior Surfaces
		Skin areas for cracks and distortion
		Loose or missing hardware
		Access panels and fairings for mounting security
		Exposed hydraulic lines for leakage, chafing, and security
11.2	1	Open Door L187
	2	**UTILITY RETURN ACCUMULATOR VALVE FOR MISSING DUST CAP, LEAKAGE**
	3	**UTILITY RETURN ACCUMULATOR PRESSURE GAGE FOR PROPER PRESSURE INDICATION**
11.3	4	**MAIN LANDING GEAR SHOCK STRUT**
		CRACKS, DISTORTION, AND CORROSION
		STRUT TOP AND BOTTOM MOUNTS FOR SECURITY
		FLUID LEAKAGE ON STRUT EXTERIOR
		STRUT EXTENSION FOR NORMAL HELICOPTER GROUND ATTITUDE
		Clean exposed piston rod with lubricating oil (VVL800A)
	5	**LOCKING SHEAR COLLAR IN LOCKED POSITION (RED STRIPE VISIBLE AND LOCK PIN INSTALLED)**
		COLLAR FOR CRACKS

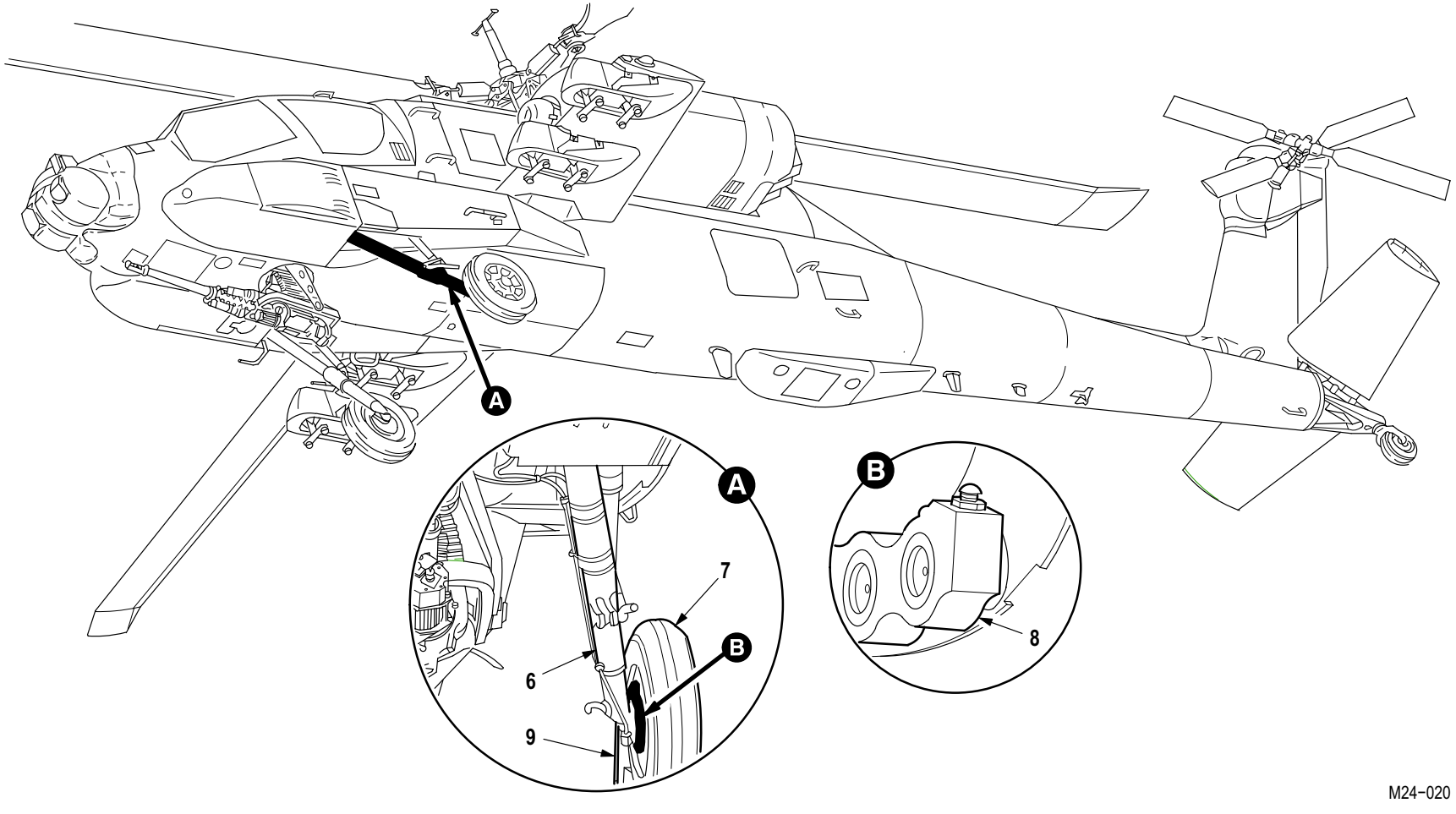

Figure 12. Inspection Area No. 11 (Sheet 2)

Seq. No.	Location	Item and Procedure
11.4	6	**MAIN LANDING GEAR TRAILING ARM** **ARM AND STEP FOR CRACKS, DISTORTION, AND SECURITY** **LOOSE OR MISSING HARDWARE**
11.5	7	**MAIN LANDING GEAR WHEEL** **CRACKS AND DISTORTION** **TIRE FOR BLISTERS, CUTS, WEAR AND PROPER INFLATION** **HUB FOR GREASE LEAKAGE** **AXLE NUT FOR SECURITY** **WHEEL NUTS FOR CRACKS**
	8	**BRAKE HOUSING FOR CRACKS, HYDRAULIC FLUID LEAKAGE, AND MOUNTING SECURITY** Hydraulic brake lines for chafing, leakage, and security
11.6	9	Static Ground Cable Mounting security and ground contact

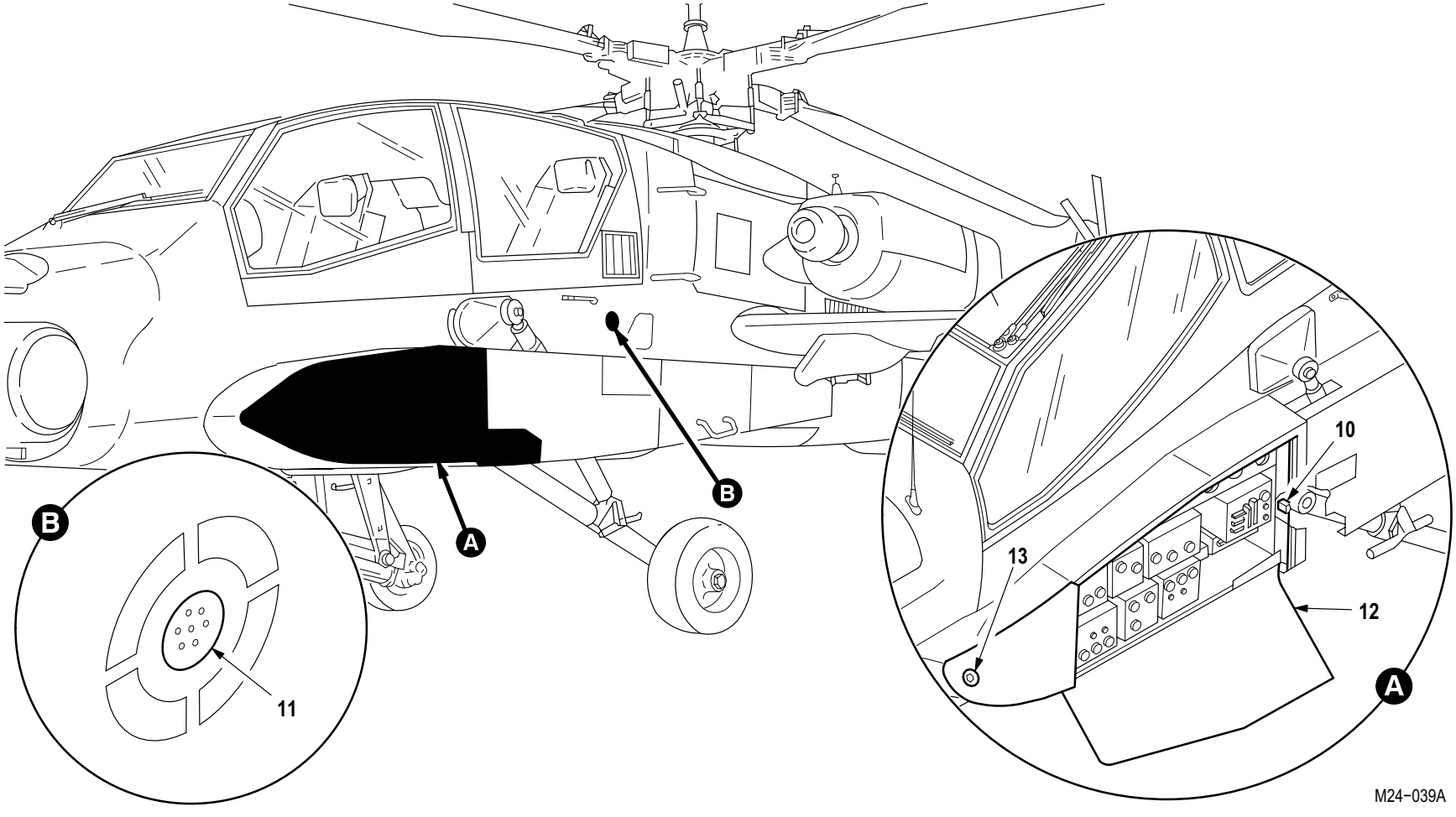

Figure 12. Inspection Area No. 11 (Sheet 3)

Seq. No.	Location	Item and Procedure
11.7	——	Open Mooring Lug Door L115
	10	Main landing gear squat switch for connection and mounting security
11.8	11	**STATIC PORT** **CHECK FOR OBSTRUCTIONS, CLEANLINESS, AND DAMAGE**
11.9	12	Open Avionics Door L90 Interior panels for cracks and cleanliness Loose or missing hardware Interior components for physical damage and mounting security Visible wiring for chafing or damaged insulation and connection security Ammo conveyor for damaged or cracked carriers and tracks
11.10	13	Radar Warning Antenna Physical damage and mounting security

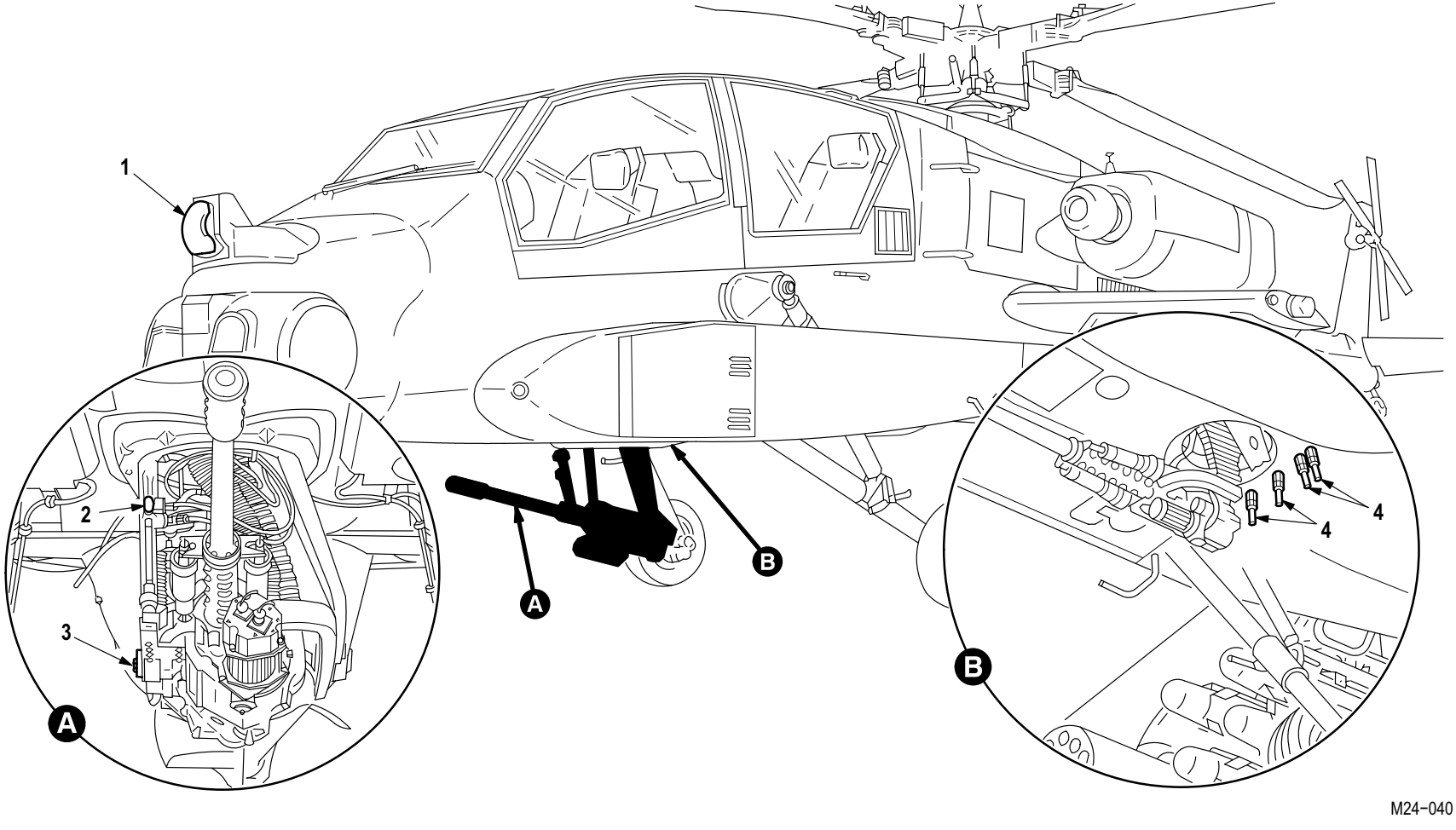

Figure 13. Inspection Area No. 12

Seq. No.	Location	Item and Procedure
		NOSE SECTION
		POWER OFF
12.1	——	Exterior Surfaces Skin areas for cracks and distortion Loose or missing hardware Access panels and fairings for mounting security **WARNING** **Do not touch TADS/PNVS shroud windows. Electrical shock can result, and heaters in these fairings can cause serious burns. If shock or burns occur, seek medical aid.** **CAUTION** TADS/PNVS turret components can be seriously damaged if improperly handled. Do not attempt to clean these items during the 10 hour/14 day inspection. Even if electrical power is off, touching shroud window creates an unnecessary cleaning task.
12.2	1	TADS/PNVS Turret and Components Upper (PNVS) and lower (TADS) turret housings for physical damage, cleanliness, and alinement Painted surfaces for chipping or peeling that will cause reflection PNVS mounting screws for broken torque stripe
12.3	2	Area Weapon Elevation Control Servoactuator Cracks, distortion, corrosion, and security Fluid leakage on servoactuator exterior Clean exposed piston rod with hydraulic fluid (MIL-H-83282)

Seq. No.	Location	Item and Procedure
12.4	3	Area Weapon and Turret Cracks, distortion, security, and alinement Visible wiring for chafing or damaged insulation and connection security Exposed hydraulic lines for leakage, chafing, and security
12.5	4	**PITOT AND STATIC DRAINS** **EXTERNAL DRAIN FITTINGS FOR OBSTRUCTION AND DAMAGE** **DRAIN AND CHECK FOR MOISTURE**

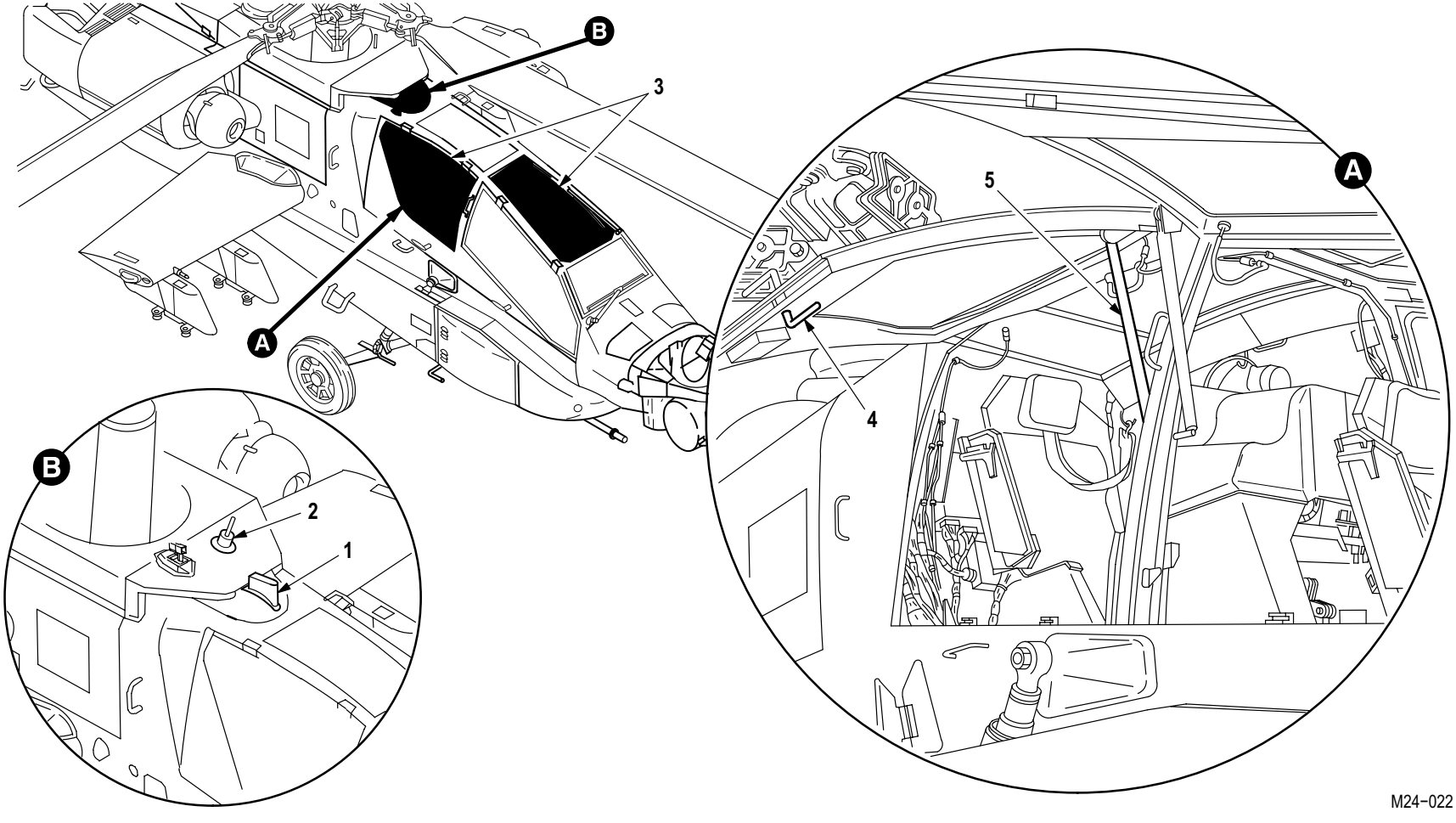

Figure 14. Inspection Area No. 13 (Sheet 1 of 3)

Seq. No.	Location	Item and Procedure
		PILOT STATION
		POWER OFF
13.1	——	Exterior Surfaces
		Skin areas for cracks and distortion
		Loose or missing hardware
		Panels, doors, fairings, and canopy frame for mounting security
13.2		Doghouse Fairing
	1	Radar Jammer Antenna
		Physical damage and mounting security
	2	IFF Antenna
		Physical damage and mounting security
		Clean any oil, dust, or other deposits from radiating surface
13.3	3	**WINDSHIELD AND WINDOW GLASS**
		CRACKS, CHIPS, SCRATCHES, DISTORTION, AND CLEANLINESS
13.4	4	Canopy Latch
		Lock-position security
		Proper release function

Seq. No.	Location	Item and Procedure
13.5	5	Canopy Support Strut Full extension and open-position support **CAUTION** To prevent damage to shearpin activated decoupler (SPAD) shearpins in BUCS activated aircraft, do not force directional pedals and cyclic or collective sticks against any resistance.

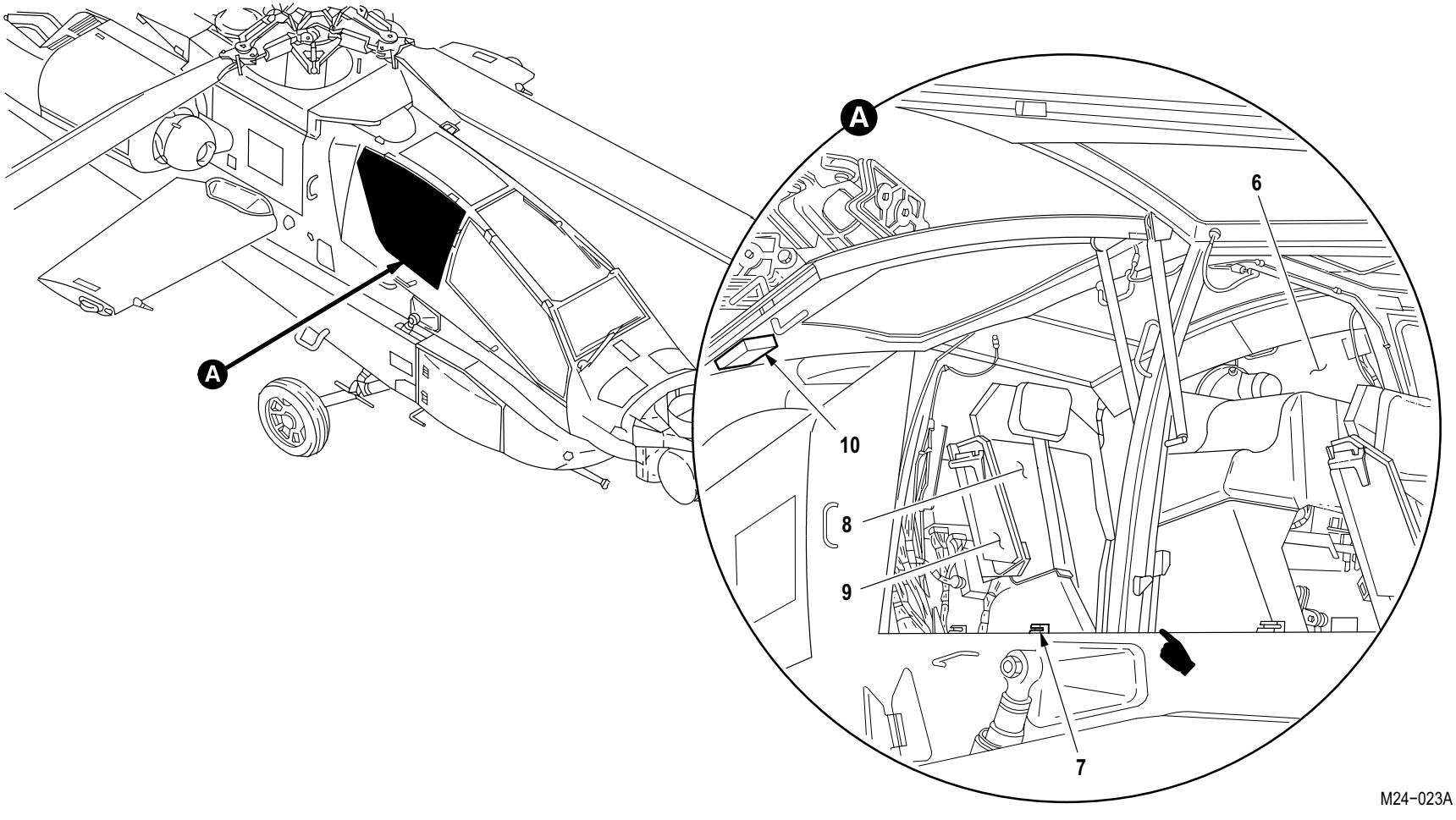

Figure 14. Inspection Area No. 13 (Sheet 2)

Seq. No.	Location	Item and Procedure
13.6	——	**COMPARTMENT INTERIOR (CANOPY DOOR OPENED)** Panel and structure for cracks and cleanliness Loose or missing hardware Electrical connectors for security Visible wiring for chafing or damaged insulation and connection security
	6	**TRANSPARENT BARRIER FOR DAMAGE, MOUNTING SECURITY, AND CLEANLINESS**
13.7	7	Canopy Switch Security and alinement on canopy door frame
13.8	8	Crew Seat Cushions for torn fabric or open seams Harness and seat belt for webbing damage and fastener security Seat vertical spring-action Ensure seat attach pins are properly installed Harness reel out, return, and auto lock feature Seat belt/harness latch assembly for proper operation
	9	Right armor panel pivot and latching functions
13.9	10	First Aid Kit Expiration date and seal
13.10		HDU General condition of HDU, connectors, and optics for damage and security
13.11		HDU Holster General condition and security of holster mount

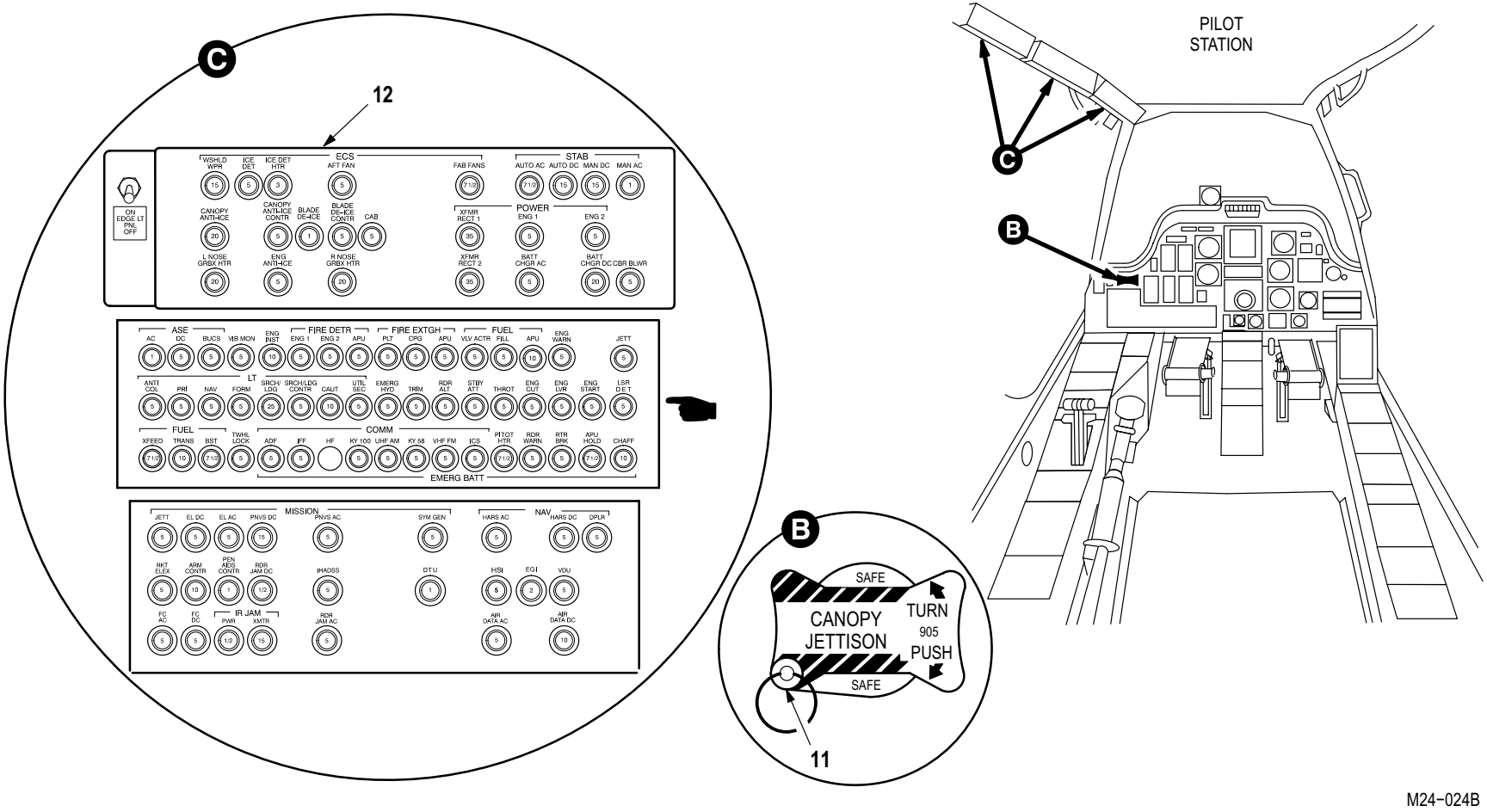

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Figure 14. Inspection Area No. 13 (Sheet 3)

Seq. No.	Location	Item and Procedure
13.12	——	**CANOPY JETTISON PANEL**
	11	**SAFETY PIN INSTALLED**
13.13	——	**CIRCUIT BREAKER PANELS**
	12	**SWITCHES AND CIRCUIT BREAKERS FOR PHYSICAL DAMAGE AND MOUNTING SECURITY**

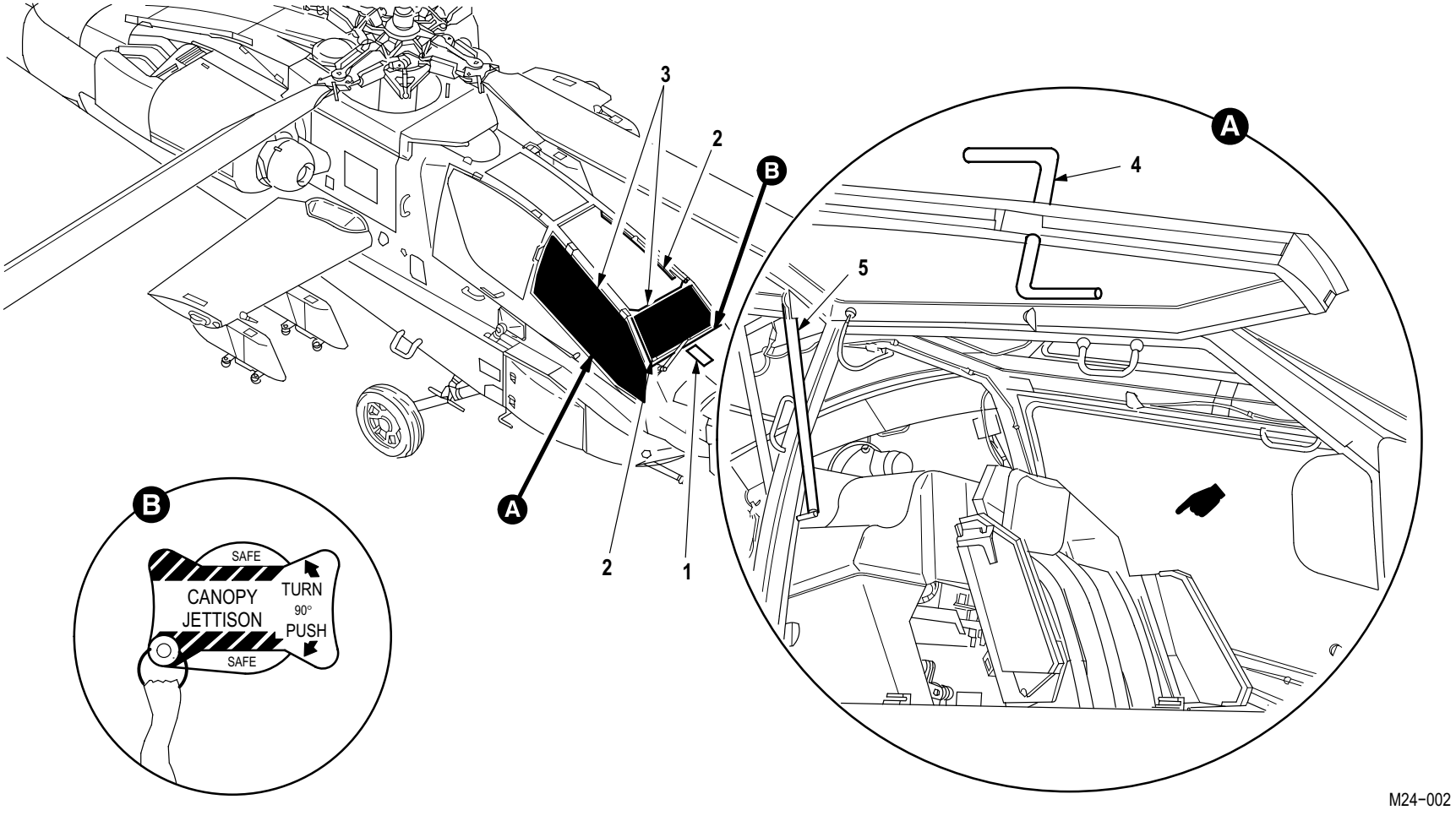

Figure 15. Inspection Area No. 14 (Sheet 1 of 3)

Seq. No.	Location	Item and Procedure
		CPG STATION **POWER OFF**
14.1	——	External Surfaces Skin areas for cracks and distortion Loose or missing hardware Panels, doors, fairings, and canopy frame for mounting security
14.2	1	Open **CANOPY EMERGENCY RELEASE** Door T50 **CANOPY JETTISON SAFETY PIN AND FLAG INSTALLED**
14.3	2	Windshield Wipers Blade and arm for physical damage, security, and cleanliness Blade for park-position (windshield bottom frame alinement)
14.4	3	**WINDSHIELD AND WINDOW GLASS** **CRACKS, CHIPS, SCRATCHES, DISTORTION, AND CLEANLINESS**
14.5	4	Canopy Latch Locked-position security Proper release function
14.6	5	Canopy Support Strut Full extension and open-position support

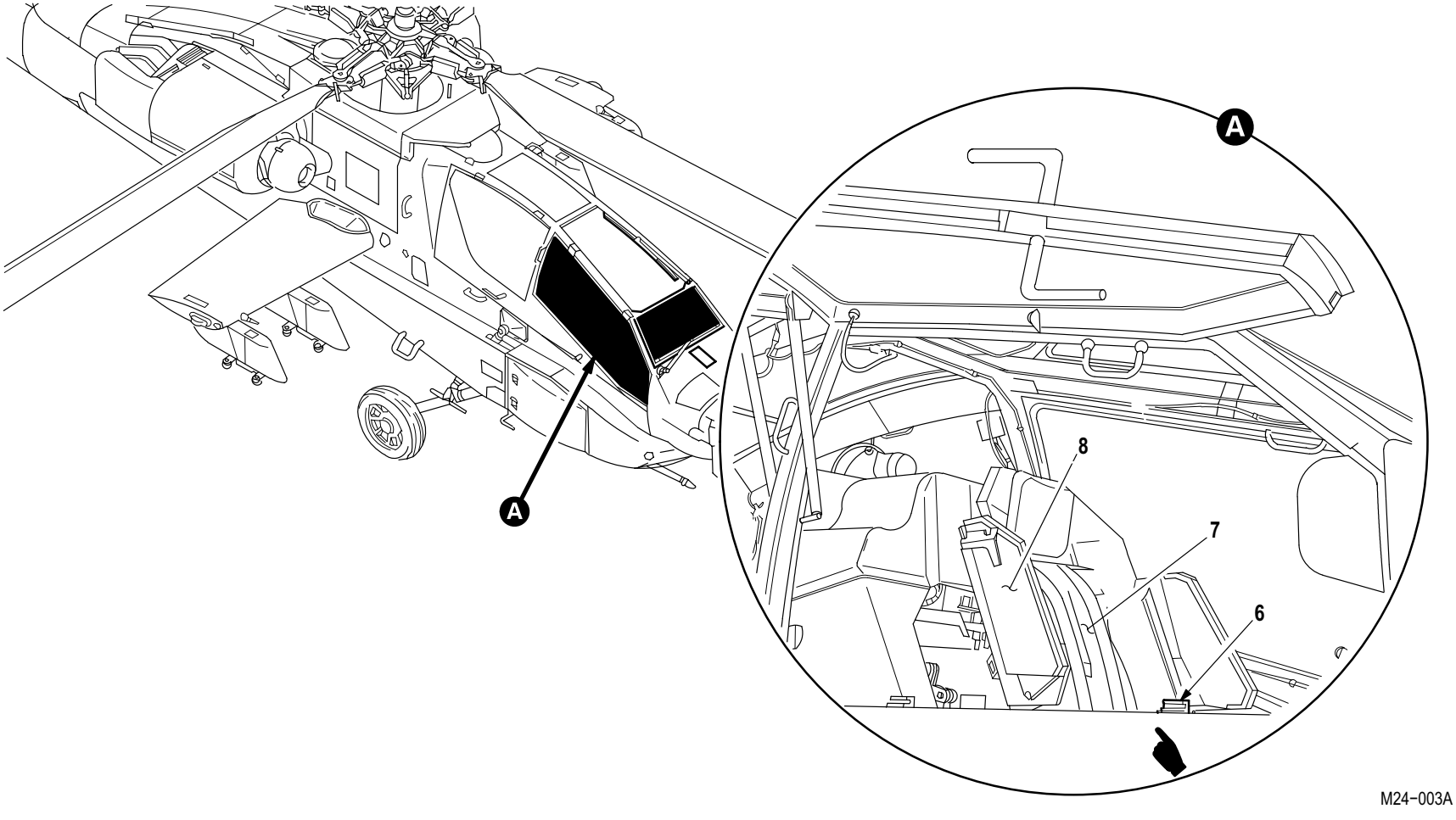

Figure 15. Inspection Area No. 14 (Sheet 2)

Seq. No.	Location	Item and Procedure
14.7	——	Compartment Interior (canopy door opened) Panels and structure for cracks and cleanliness Loose or missing hardware Visible wiring for chafing or damaged insulation and connection security
14.8	6	Canopy Switch Security and alinement on canopy door frame
14.9	7	Crew Seat Cushions for torn fabric or open seams Harness and seat belt for webbing damage and fastener security Seat vertical spring-action Ensure seat attach pins are properly installed Harness reel out, return, and auto lock feature Seat belt/harness latch assembly for proper operation
	8	Right armor panel pivot and latching functions
14.10		HDU General condition of HDU, connectors, and optics for damage and security
14.11		HDU Holster General condition and security of holster mount

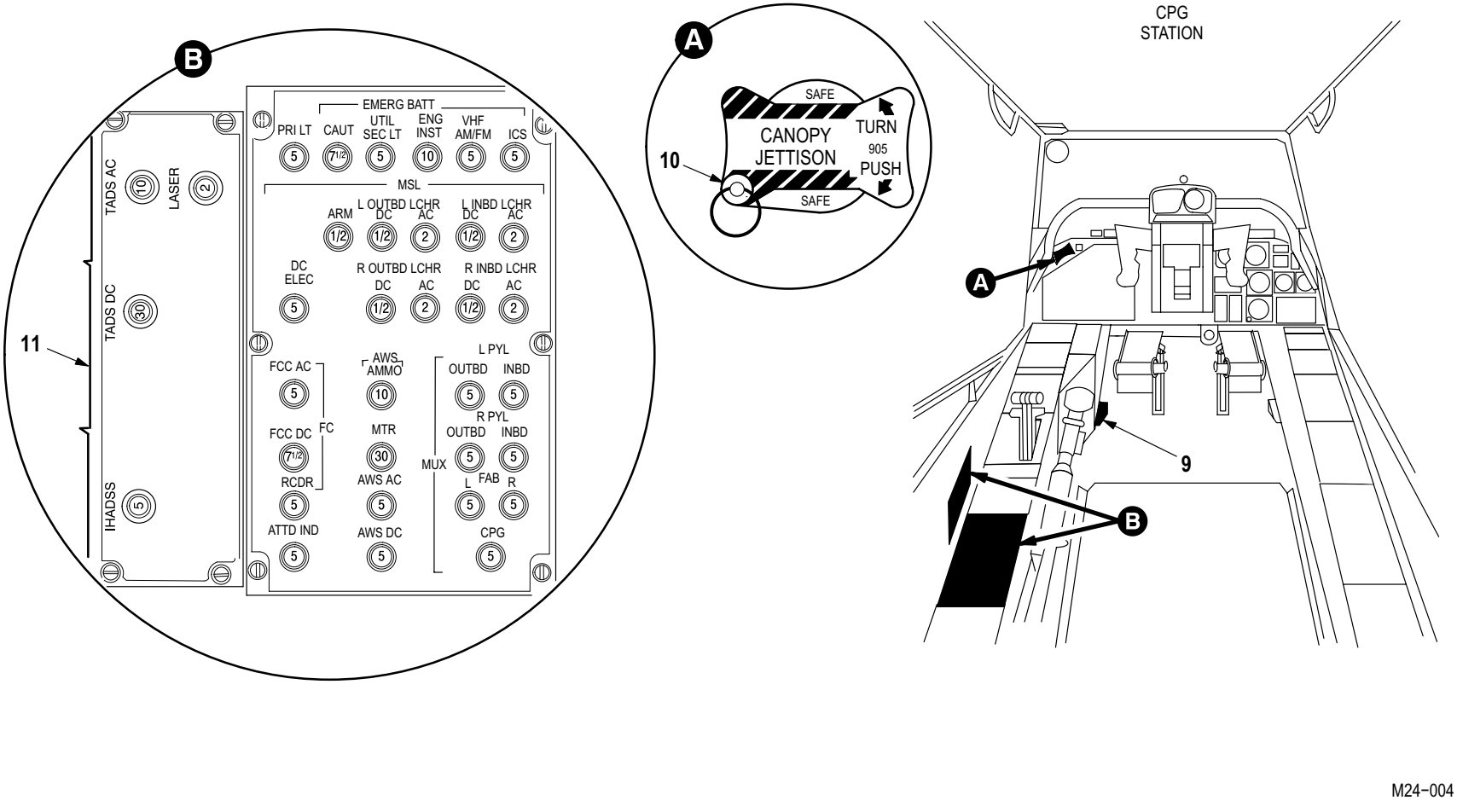

Figure 15. Inspection Area No. 14 (Sheet 3)

Seq. No.	Location	Item and Procedure
14.12	9	First Aid Kit Seal and expiration date
14.13	10	**CANOPY JETTISON PANEL** **SAFETY PIN INSTALLED**
14.14	11	**CIRCUIT BREAKER PANELS** **SWITCHES AND CIRCUIT BREAKERS FOR PHYSICAL DAMAGE AND MOUNTING SECURITY**

Seq. No.	Location	Item and Procedure
		POWER ON **WARNING** **Perform helicopter safety procedures before starting APU or applying external power.** **NOTE** If the APU is not used for the power on procedural checks, pressurized air and electrical power must be applied to the helicopter to complete the nitrogen inerting unit operational check.
	——	Start helicopter APU (TM 1-1520-238-23) (GEN 1 and GEN 2 lights extinguish – GEN switch to GEN) Verify UTIL ACC, PRI, and UTIL HYD pressure levels
	——	Apply external power (if APU not used) (TM 1-1520-238-23)
	Fig. 4 8	**AFT ELECTRONICS EQUIPMENT BAY (POWER ON)** **OPEN ELECTRONICS EQUIPMENT ACCESS DOOR** R295
3.11	15	**NITROGEN INERTING MONITOR FOR BLACK AND WHITE (FAIL) DISK** **PRESS NITROGEN INERT MONITOR PRESS-TO-TEST** **NOTE** Press-to-test simulates a fault in the nitrogen inerting unit. A fault with the NIU is indicated by the black and white nitrogen inert monitor indicator. **RESET NITROGEN INERT MONITOR INDICATOR BY MANUALLY ROTATING THE KNURLED RING CLOCKWISE 90 DEGREES AND RELEASE**

Seq. No.	Location	Item and Procedure
		CHECK THAT THE NITROGEN INERT MONITOR INDICATOR IS ALL BLACK
		NOTE
		An all black nitrogen inert monitor indicates the NIU is operating normally.
	Fig. 14	**PILOT STATION (POWER ON)**
13.14	——	**CONDUCT ELECTRICAL POWER CHECK**
		CAUTION AND WARNING LIGHT PRESS-TO-TEST FUNCTIONS
		ENGINE AND FUEL INSTRUMENTS – RECORD FUEL QUANTITY INDICATIONS
		FIRE DETECTION INSTRUMENTS
13.15	——	**CONDUCT LIGHTING CHECK**
		INTR LTS CONTROL
		EXT LTS CONTROL
		SRCH LT CONTROL
		PRESS-TO-TEST FUNCTIONS
13.16	——	**CONDUCT POWER LEVER CHECK**
		NOTE
		Verify RTR BK switch in OFF position during power lever check.
		POWER LEVERS IN LOCKOUT AND OFF POSITIONS

Seq. No.	Location	Item and Procedure
13.17	——	**CONDUCT FLIGHT CONTROL GROUND CHECK** **WARNING** **Personnel must be clear of rotors and stabilator before operating flight controls.** **COLLECTIVE STICK FOR FULL UP AND DOWN POSITIONS** **CYCLIC STICK FOR FULL FORWARD, AFT, RIGHT, AND LEFT POSITIONS** **LEFT AND RIGHT DIRECTIONAL PEDALS FOR FULL FORWARD AND AFT POSITIONS** **STABILATOR NOSE UP AND NOSE DOWN POSITION SWITCH**
	Fig. 15	**CPG STATION (POWER ON)**
14.15	——	**CONDUCT ELECTRICAL POWER CHECK** **CAUTION AND WARNING LIGHT PRESS-TO-TEST FUNCTIONS** **ENGINE AND FUEL INSTRUMENTS**
14.16	——	**CONDUCT LIGHTING CHECK** **INTR LTS CONTROL** **SRCH LT CONTROL** **PRESS-TO-TEST FUNCTIONS**
14.17	——	**CONDUCT POWER LEVER CHECK** **NOTE** Verify pilot RTR BK switch in OFF position during power lever check. **POWER LEVERS IN LOCKOUT AND OFF POSITIONS**

Seq. No.	Location	Item and Procedure
14.18	——	**CONDUCT FLIGHT CONTROL GROUND CHECK** **WARNING** **Personnel must be clear of rotors and stabilator before operating flight controls.** **COLLECTIVE STICK FRICTION LEVER SECURED WITH BREAKAWAY WIRE** **COLLECTIVE STICK FOR FULL UP AND DOWN POSITIONS** **CYCLIC STICK FOR FULL FORWARD, AFT, RIGHT, AND LEFT POSITIONS** **LEFT AND RIGHT DIRECTIONAL PEDALS FOR FULL FORWARD AND AFT POSITIONS** **STABILATOR NOSE UP AND NOSE DOWN POSITION SWITCH**
14.19	——	Fold (stow) cyclic stick
14.20	——	Shut down APU (TM 1-1520-238-23)
14.21	——	Disconnect external power (if APU not used) (TM 1-1520-238-23)
14.22	——	Pilot to perform engine run up (14 day requirement only)

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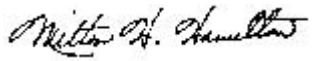

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